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# Inyo-Mono Counties Coordinated Public Transit - Human Services Transportation Plan Update

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*Final Plan*

*Prepared for the*  
**Eastern Sierra Transit Authority**

*Prepared by*



**LSC Transportation Consultants, Inc.**



**Inyo-Mono Counties  
Coordinated Public Transit – Human Services  
Transportation Plan Update**

*Final Plan*

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# TABLE OF CONTENTS

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SECTION	PAGE
1 INTRODUCTION.....	1
Purpose .....	1
Potential Funding Sources for Coordinated Transportation .....	2
Study Process .....	6
2 EXISTING CONDITIONS .....	7
Demographic Profile .....	7
3 EXISTING TRANSPORTATION SERVICES .....	25
Public Transit Services .....	25
Other Regional Transit Services .....	28
Other Transportation Services .....	29
4 TRANSPORTATION NEEDS ASSESSMENT .....	35
Existing Coordination of Services.....	37
Potential Coordination Opportunities.....	38
Major Barriers to Coordination .....	38
Duplication of Services .....	39
Gaps in Service .....	40
5 COORDINATED STRATEGIES .....	45
Evaluation Criteria .....	45
Coordinated Strategies.....	46
Implementation Plan.....	51

Appendix A

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## LIST OF TABLES

---

TABLE	PAGE
1 Inyo/Mono Counties Transit Dependent Population by Place .....	10
2 Inyo County Commute Patterns - 2011 .....	15
3 Mono County Commute Patterns - 2011 .....	16
4 Inyo/Mono Major Community Commute Patterns .....	21
5 Population Projections for Inyo and Mono Counties .....	22
6 Countywide Population Forecasts by Age.....	23
7 Inyo Mono High Priority Coordinated Strategies .....	53
8 Inyo Mono Medium Priority Coordinated Strategies.....	54

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## LIST OF FIGURES

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FIGURE	PAGE
1 Inyo and Mono Counties Site and Location.....	8
2 Inyo/Mono Counties Elderly Population .....	11
3 Inyo/Mono Counties Low-Income Population.....	13
4 Inyo/Mono Counties Total Zero-Vehicle Households .....	14
5 Where Inyo County Workers Live.....	17
6 Where Inyo County Residents Work .....	18
7 Where Mono County Residents Work .....	19
8 Where Mono County Workers Live .....	20
9 Study Area Population Age 65+ .....	23
10 Inyo and Mono Counties Activity Centers and ESTA Regional Routes .....	26

## **PURPOSE**

Inyo and Mono Counties are served by a variety of geographically dispersed human service organizations, senior centers, tribal services and public transit operators. Transit funding is limited at both the state and federal level. Therefore, it is important for these small organizations to coordinate transportation services in order to maximize mobility for residents and eliminate duplication of services.

Transit planning is particularly challenging in Inyo and Mono Counties, as the two counties encompass a total of over 13,000 square miles. The travel corridor along US 395 spans a distance of nearly 250 miles between Topaz Lake in northern Mono County and Pearsonville in southern Inyo County. Within this stretch lie multiple communities, ranging in population from 300 to 8,000 people. While the majority of medical and social services are located in Bishop and Mammoth Lakes, some residents require services as far north as Reno, Nevada or in Southern California.

The primary focus of this project is to develop and refine existing implementable strategies that increase mobility for individuals with disabilities, older adults, and people with low incomes through public and stakeholder input for the period of 2014 to 2019. The strategies update the current Coordinated Public Transit-Human Services Transportation Plan and involve the public transit operator (ESTA), private transportation providers, non-profit transportation providers or tribal transportation providers.

### Federal Grant Eligibility

MAP-21 (Moving Ahead for Progress in the 21st Century), signed into law on July 6, 2012, is the nation's key surface transportation program, replacing SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users). With the passage of SAFETEA-LU, agencies receiving funding from any of the three Federal Transit Administration (FTA) human-services transportation programs, Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC; Section 5316), and New Freedom (Section 5317), must certify that the projects to be funded have been selected in the context of a locally developed, coordinated public transit/human-services transportation plan. Under MAP-21, such projects still must meet that requirement in order to be funded. The structure of programs under MAP-21, however, is different. While JARC no longer exists as a separate program, funding for JARC types of activities is available under FTA's urban and rural formula programs. Another change is that the New Freedom program was merged with the Elderly Individuals and Individuals with Disabilities program as FTA Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities). This updated plan will adhere to FTA guidance, to ensure that local programs and services in Inyo and Mono Counties remain eligible for FTA grant funding.

The requirements of a Coordinated Plan are set forth in FTA circular 9070.1F, and include:

- ◆ An assessment of available services that identifies current transportation providers (public, private, and non-profit)
- ◆ An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes
- ◆ Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery
- ◆ Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified

These guidelines allow for the depth of the plan to be based on available resources.

### History of Coordinated Planning and Consolidated Transportation Services Agencies (CTSAs)

The movement to coordinate social service agency resources and develop a plan to aid this process began in the 1970's with the Social Services Improvement Act. The Act required the development of an Action Plan, similar to the Coordinated Plan, and required the designation of a Consolidated Transportation Services Agency (CTSA). The idea behind a CTSA is to designate one agency to coordinate social services and carry out intents of the Act in order to reduce overall administrative staff time and limit duplication of services. The Eastern Sierra Transit Authority (ESTA) is the designated CTSA for Inyo and Mono Counties.

## **POTENTIAL FUNDING SOURCES FOR COORDINATED TRANSPORTATION**

### **Public Transit Funding Sources**

The Federal Transit Administration (FTA) administers a variety of public transit grant programs across the nation. The latest legislation for funding federal surface transportation programs is MAP-21, the Moving Ahead for Progress in the 21st Century Act, signed into law on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005 (which was extended ten times). MAP-21 is intended to create a streamlined and performance-based surface transportation program building on many of the highway, transit, bike, and pedestrian programs and policies established in 1991. Below is a description of the various grant programs, some of which are new, and some of which have been consolidated or changed from previous programs.

#### FTA Section 5311 Rural Area Formula Grants

This program provides capital, planning, and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents. Funding is based on a formula that uses land area, population, and transit service. The program remains largely unchanged with a few notable exceptions:



- ◆ Job access and reverse commute (JARC) activities eligible: Activities eligible under the former JARC program, which provided services to low-income individuals to access jobs, are now eligible under the Rural Area Formula program (5311). In addition, the formula now includes the number of low-income individuals as a factor. There is no floor or ceiling on the amount of funds that can be spent on job access and reverse commute activities. JARC projects must be derived from a Coordinated Plan.
- ◆ Tribal Program: The Tribal program now consists of a \$25 million formula program and a \$5 million discretionary grant program. Formula factors include vehicle revenue miles and the number of low-income individuals residing on tribal lands.
- ◆ Other Programs: The set-aside for States for administration, planning, and technical assistance is reduced from 15 to 10 percent. The cost of the unsubsidized portion of privately provided intercity bus service that connects feeder service is now eligible as in-kind local match.

For the FTA 5311 program, a 16.43 percent local match is required for capital programs and a 47.77 percent match for operating expenditures. The bulk of the funds are apportioned directly to rural counties based on population levels. The remaining funds are distributed by Caltrans on a discretionary basis and are typically used for capital purposes.

#### FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

This program provides formula funding to increase the mobility of seniors and persons with disabilities. Funds are apportioned based on each State's share of the targeted populations and are now apportioned to both non-urbanized (for all areas with population under 200,000) and large urbanized areas (over 200,000). The former New Freedom program (5317) is folded into this program. The New Freedom program provided grants for services for individuals with disabilities that went above and beyond the requirements of the Americans with Disabilities Act (ADA). Activities eligible under New Freedom are now eligible under the Enhanced Mobility of Seniors and Individuals with Disabilities program.

Projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan. At least 55 percent of program funds must be spent on the types of capital projects eligible under the former section 5310 -- public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45 percent may be used for: public transportation projects that exceed the requirements of the ADA; public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit; or, alternatives to public transportation that assist seniors and individuals with disabilities. Using these funds for operating expenses requires a 50 percent local match while using these funds for capital expenses (including acquisition of public transportation services) requires a 20 percent local match.

### Toll Credit Funds in Lieu of Non-Federal Match Funds

Federal-aid highway and transit projects typically require the project sponsors to provide a certain amount of non-federal funds as match to the federal funds, as described above. Through the use of "Transportation Development Credits" (sometimes referred to as toll revenue credits), the non-federal share match requirement in California can be met by applying an equal amount of Transportation Development Credit and therefore allow a project to be funded with up to 100% federal funds for federally participating costs.

Caltrans has been granted permission by the FTA to utilize Toll Credits and in the past has made credits available for FTA Section 5310, 5311, 5316, and 5317 programs. At this time it is unclear whether or not Toll Credits will be made available as local match for FTA 5310 projects for the next funding cycle.

### Transportation Development Act Local Transportation Fund Program

A mainstay of funding for transit programs in California is provided by the Transportation Development Act (TDA). The major portion of TDA funds are provided through the Local Transportation Fund (LTF). These funds are generated by a 1/4 cent statewide sales tax, returned to the county of origin. The returned funds must be spent for the following purposes:

- ◆ Two percent may be provided for bicycle facilities per TDA statutes. (Article 4 and 4.5)
- ◆ Up to five percent may be claimed by a CTSA for its operating costs, purchasing vehicles or purchase of communications and data processing equipment. (Article 4.5)
- ◆ The remaining funds must be spent for transit and paratransit purposes, unless a finding is made by the Transportation Commission that no unmet transit needs exist that can be reasonably met. (Article 4 or 8)
- ◆ If a finding of no unmet needs reasonable to meet is made, remaining funds can be spent on roadway construction and maintenance purposes. (Article 8)

### State Transit Assistance (STA) Funds

In addition to LTF funding, the TDA includes a State Transit Assistance (STA) funding mechanism which is derived from the statewide sales tax on diesel fuel. Statute requires that 50% of STA funds be allocated according to population and 50% be allocated according to operator revenues from the prior fiscal year.

### **Other Human Service Agency Funding Sources**

There are a variety of federal and state grant programs for social service agencies. Each one has specific eligible uses. Common social service funding sources which can be used for transportation purposes are listed below.

## Older Americans Act (1965)

The Older Americans Act (OAA) address senior's access to health care and their general well-being. The Act established the federal Administration on Aging which is charged with the duty of implementing a range of assistance programs aimed at seniors, especially those at risk of losing their independence. Providing access to nutrition, medical and other essential services are all goals of the Act. There is no specific portion of the funding dedicated to transportation; however, funding can be used for transportation under Title II (Support and Access Services, Title IV (Grants to American Indian Tribes), and the Home and Community-Based Services (HCBS) program.

## Medi-Cal

Medi-Cal is California's health care program for children and adults with limited income and resources. Medi-Cal will pay transportation expenses for NEMT trips for individuals who require a wheelchair van, ambulance, litter van or simply a high level of care. However, the transportation provider must be licensed by Medi-Cal. There are no Medi-Cal licensed providers in Inyo and Mono County.

## Regional Centers

Regional Centers are private non-profit companies which contract with the Department of Developmental Services (DDS) to provide or coordinate services and supports for individuals with developmental disabilities. The Kern Regional Center is the local office for Inyo and Mono County. DDS funding is funneled through the Kern Regional Center to local agencies such as Inyo Mono Association for the Handicapped (IMAH) who provide transportation to/from their day programs and other services.

## **Private Sources**

### Donations

Private donations play a large role in human service agency funding. The majority of transportation funding for Disabled Sports Eastern Sierra and the Salvation Army are derived from donations. Nearly 25 percent of IMAH's budget comes from donations and thrift store proceeds. It is not uncommon to request donations for trips on coordinated transportation services.

### College Transportation Fee

Some colleges have implemented a transportation fee as part of student tuition. In exchange for the fee, students can ride the local public transit for free. Some type of transportation fee for Cerro Coso College could also be used to finance a shared ride service.

## STUDY PROCESS

This 2013 update of the Inyo Mono Counties Coordinated Plan was conducted as follows:

- ◆ A kick-off conference call was conducted with ESTA staff at the end of August 2013. The 2008 Coordinated Plan was reviewed and the overall focus of the project was refined.
- ◆ In early September, surveys were emailed to a list of human service agency stakeholders to obtain input on current coordination efforts, client needs, and existing transportation resources. Follow-up phone calls were conducted on multiple occasions in October and November.
- ◆ Public workshops were held in Bishop and Mammoth on December 10th. Notices were placed in the Mammoth Times and the Inyo Register. A flyer advertising the workshops was distributed to all stakeholders contacted throughout the process including the Bishop Paiute Tribe. The consultant presented a review of existing demographics of the region and led a discussion on gaps in service for the transit dependent and overall transit needs. Draft coordinated strategies (crafted by the consultant based on the prior plan strategies) were presented to the group and attendees were asked to rank the strategies based on the Evaluation Criteria developed through the previous planning effort. Eight representatives of various public and non-profit human service agencies attended the workshop in Mammoth while six attended the workshop in Bishop.

The stakeholder contact list and workshop flyer is included as Appendix A.

## **DEMOGRAPHIC PROFILE**

### **Background and Setting**

Inyo County and Mono County are located in easternmost portion of central California (as shown in Figure 1) and generally span the eastern length of Sierra Nevada Mountains between Monitor Pass on the north and just north of Walker Pass on the south. Both counties are bordered to the east by the State of Nevada. The geography in the two counties range from low elevation desert to ski resort communities yet they share the same public transit operator. The areas served cover 13,170 square miles consisting of some of the most rural, isolated and varied terrain in California. Inyo County's landscape includes the low desert of Death Valley, the high desert of the Owens Valley and the rapid ascensions into the Eastern High Sierra including Mt. Whitney at an elevation of 14,495 feet. Mono County varies between high desert in the East and extreme mountainous terrain starting at Tom's Place extending thru Mammoth Lakes and into northwestern Nevada. This poses challenges to maintaining a vehicle fleet which can handle snow as well as long distance highway driving.

US 395 is the primary roadway which runs north to south connecting the counties with the urban areas of Reno, Nevada to the north and the greater Los Angeles area to the south. The only state highways in the study area which traverse the Sierras west to destinations in the California Central Valley (SR 89 over Monitor Pass, SR 108 over Sonora Pass and SR 120 over Tioga Pass) are only open seasonally. Other highways travelling east toward Nevada are SR 190, SR 168, US 6, SR 182, and SR 167.

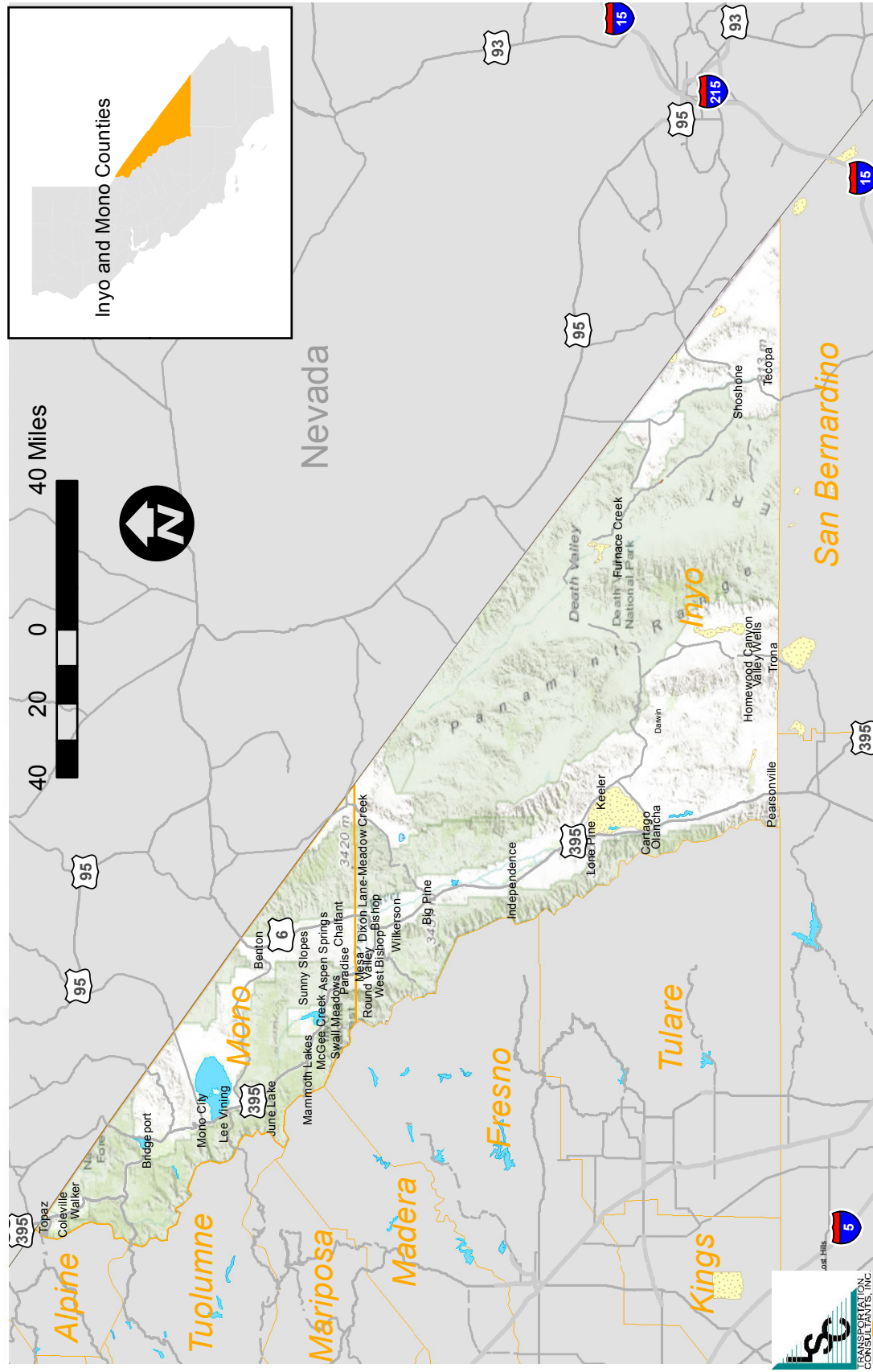
Both Inyo and Mono counties encompass large sections of land owned by federal land management agencies, such as the US Forest Service, National Park Service and the Bureau of Land Management. A significant amount of land is also owned by the Los Angeles Department of Water and Power. The study area also includes Mono Lake, the eastern entrance to Yosemite National Park, Death Valley National Park and the tallest mountain in the continental US (Mt. Whitney).

Limited by public lands and geography, the developed areas of the two counties consist largely of small communities along the US 395 corridor. There is one incorporated city in Inyo County (the City of Bishop) and one incorporated city in Mono County (the Town of Mammoth Lakes). Tourism and recreation is the major industry in the region. Approximately 3 million people visit the Eastern Sierra annually. Many visitors are retirees or disabled individuals who may require transportation during their stay. Although beautiful, the extensive natural areas and long travel distances create challenges when it comes to providing transportation and to connecting area residents with needed services.

### **Population**

Nationwide, transit system ridership is drawn largely from various groups of persons who make up what is often called the "transit dependent" population. This category includes older adults,

Figure 1  
Inyo And Mono Counties Site and Location



persons with disabilities, low-income persons, and members of households with no available vehicles. There is considerable overlap among these groups.

Table 1 presents the transit dependent population by Census Designated Place in Inyo and Mono Counties which includes older adults, disabled and low income persons, as well as households without access to a vehicle. All demographic data presented in this report were obtained from the US Census 2010 and American Community Survey (ACS). ACS is an ongoing statistical survey which represents a small sample of the population. As such, statistical errors can be quite high for some of the smaller communities in the region, higher than a 100 percent margin of error in some cases. Nevertheless, the American Community Survey has the most comprehensive data available which provides a picture of demographic conditions in Inyo and Mono counties. As presented in the table, the Inyo County population in 2010 was 18,457 and Mono County was 14,016 per Census data. Both Inyo and Mono counties have a relatively high number of census places with very low population. For example, only 32 people live in Darwin in Inyo County and 75 people live in Topaz in Mono County. The larger communities are the Bishop area (9,658) and Mammoth Lakes (8,081).

Geographically, the Bishop Area includes the Census Places: Bishop (city), Dixon-Lane Meadow Creek, and West Bishop. For reference the "Total Bishop Area" is listed in Table 1 in addition to the Census Designated Places.

There are an estimated 4,088 persons aged 65 or over residing in the study area (or 12.6 percent of the total study area population). Overall, Inyo County has a higher percentage of older adults (18.8 percent) than Mono County (9.0 percent). The Inyo County communities with the highest proportion of persons 65 and older are the small communities of Keeler (69.3 percent) and Tecopa (61.2 percent). In Mono County all 107 residents of McGee Creek are classified as older adults while 67.1 percent of Benton residents are over 65. In terms of number of people in Inyo County, the Total Bishop Area has the greatest number of residents over age 65 (637 in Bishop, 685 in West Bishop, 680 in Dixon Lane-Meadow Creek). Similarly, the greatest number of persons over age 65 in Mono County, lives in Mammoth Lakes (550). The study area population over 65 is presented graphically in Figure 2.

Both Inyo and Mono Counties have a low population density. In Inyo County, the greatest population density of older adults is found in the Total Bishop Area with 143 persons over age 65 per square mile. In Mono County, the McGee Creek area has the greatest older adult population density with 26.8 seniors per square mile.

The number of low-income persons, another likely market for transit services, is measured by the number of persons living below the poverty level. An estimated 3,681 people live below the poverty level within the study area, representing 11.3 percent of the total population (compared with 14.5 percent statewide). The percentage of those persons living below poverty status is highest in Homewood Canyon in Inyo County (77.2 percent) and Benton in Mono County (56.6 percent). In terms of number of people Mammoth Lakes has the greatest number of persons living below the poverty level (1,058 people) in Mono County. As a ski resort town, Mammoth Lakes attracts a large number of seasonal workers. In Inyo County, Bishop (census place) has the greatest number of people below the poverty level (501 persons), followed by Lone Pine (389 persons). The areas with the greatest density of low income individuals are found in Bishop (250.5 per square mile), Lone Pine (20.5 per square mile), Mammoth Lakes (42.3 per

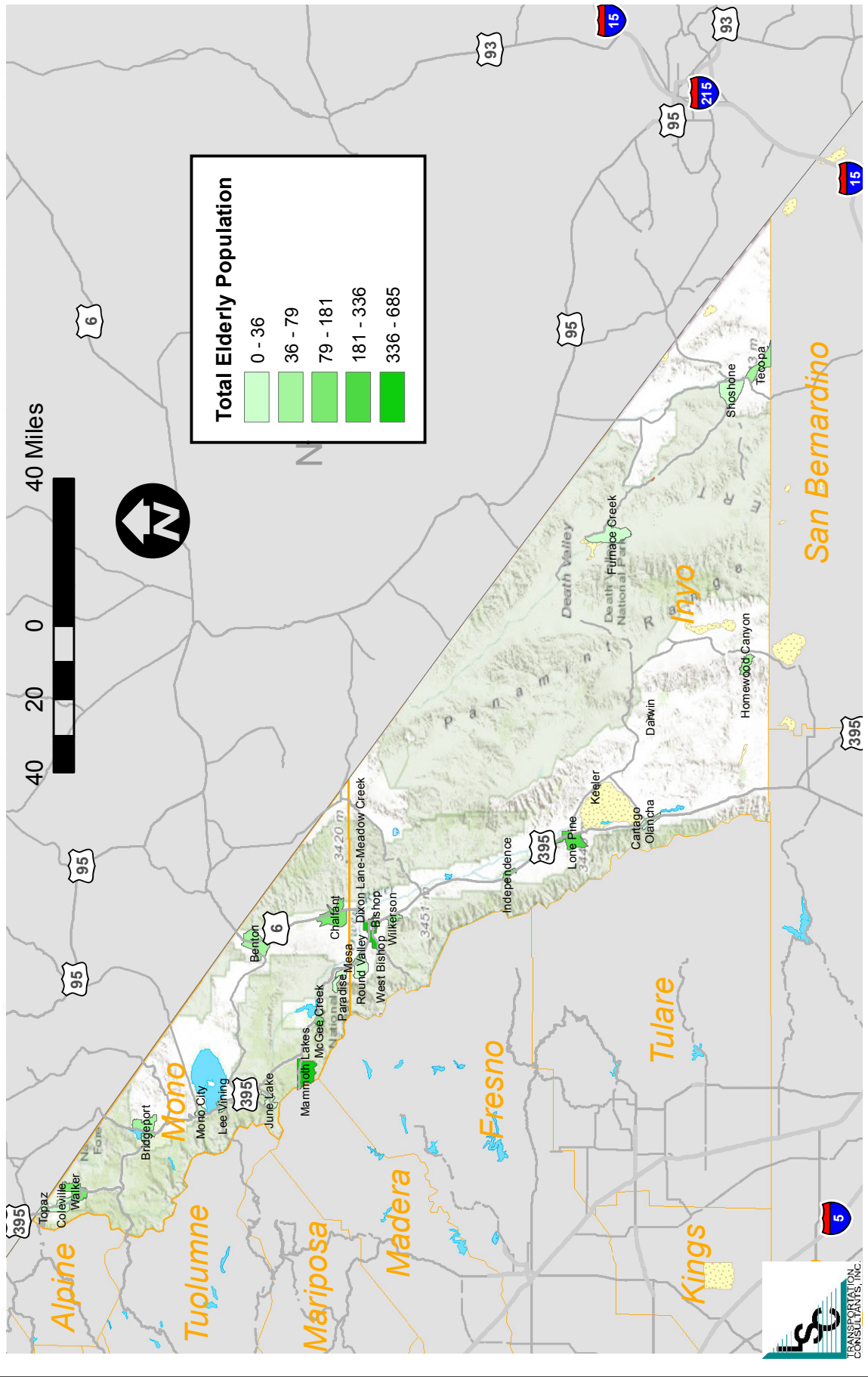
**TABLE 1: Inyo/Mono Counties Transit Dependent Population by Place**

Community	Total Population	Households	Land Area (sq.mi.)	Older Adults (age 65+)			Persons Living Below Poverty Status			Households by Number of Vehicles					Residents with Disabilities <sup>(1)</sup>		
				Total	Percent of Community Population	Density	Total	Percent of Community Population	Density	Zero	Percent of Community Households	1	2	3 or more	Age 16 to 64	Percent of Community Population	
<b>Inyo County</b>																	
Total Bishop Area	9,658	4,218	14	2,002	20.7%	143.0	963	10.0%	68.8	376	8.9%	1,364	1,597	599	986	10.2%	
Bishop	3,839	1,876	2.0	637	16.6%	318.5	501	13.2%	260.5	313	16.7%	746	592	144	331	13.6%	
Dixon Lane-Meadow Creek	2,800	1,120	3.0	680	24.3%	226.7	223	8.1%	74.3	54	4.8%	420	392	172	392	25.6%	
West Bishop	3,019	1,222	9.0	685	22.7%	76.1	239	7.9%	26.6	9	0.7%	198	613	283	262	13.8%	
Carthage	84	55	1.0	18	21.4%	18.0	0	0.0%	0.0	0	0.0%	12	29	14	6	12.7%	
Danwin	32	44	1.0	13	40.6%	13.0	0	0.0%	0.0	5	11.4%	20	11	8	9	45.7%	
Furnace Creek	115	43	31.0	23	20.0%	0.7	17	14.8%	0.5	7	16.3%	36	0	0	0	0.0%	
Homewood Canyon	100	21	53.0	57	57.0%	1.1	61	77.2%	1.2	0	0.0%	16	5	0	--	--	
Independence	520	276	5.0	149	28.7%	29.8	45	8.9%	9.0	17	6.2%	76	120	43	50	15.2%	
Keeler	88	52	1.0	61	69.3%	61.0	0	0.0%	0.0	0	0.0%	15	28	9	9	34.1%	
Lone Pine	2,076	823	19.0	336	16.2%	17.7	389	19.8%	20.5	37	4.5%	307	272	169	249	19.7%	
Mesa	442	177	4.0	69	15.6%	17.3	30	6.8%	7.5	1	0.8%	20	64	40	92	28.1%	
Olancho	245	87	8.0	30	12.2%	3.8	0	0.0%	0.0	0	0.0%	36	44	7	6	5.3%	
Round Valley	396	159	14.0	13	3.3%	0.9	20	5.5%	1.4	0	0.0%	26	51	47	56	17.7%	
Shoshone	36	14	29.0	9	25.0%	0.3	0	0.0%	0.0	0	0.0%	0	10	4	4	16.1%	
Tecopa	98	70	19.0	60	61.2%	3.2	13	13.3%	3.7	6	8.6%	20	8	10	13	35.4%	
Wilkinson	484	224	6.0	79	16.3%	13.2	22	4.5%	0.7	3	1.3%	21	65	62	36	10.7%	
Balance of County	4,083	1,647	9975.0	551	13.5%	0.1	567	13.9%	0.1	61	3.7%	546	689	877	32	0.8%	
<b>Subtotal Inyo County</b>	<b>18,457</b>	<b>7,910</b>	<b>10180.0</b>	<b>3,470</b>	<b>18.8%</b>	<b>0.3</b>	<b>2,127</b>	<b>11.5%</b>	<b>0.2</b>	<b>513</b>	<b>6.5%</b>	<b>2,515</b>	<b>2,993</b>	<b>1,889</b>	<b>1,550</b>	<b>17.5%</b>	
<b>Mono County</b>																	
Benton	76	66	29	51	67.1%	1.8	43	56.6%	1.5	5	7.6%	50	11	0	--	--	
Bridgeport	456	176	22	67	14.7%	3.0	55	13.1%	2.5	4	2.3%	70	46	11	--	--	
Challiant	749	339	28	131	17.5%	4.7	101	13.5%	3.6	0	0.0%	77	104	104	--	--	
Coleville	652	196	14	9	1.4%	0.6	0	0.0%	0.0	0	0.0%	10	93	62	--	--	
Crowley Lake	496	253	3	13	2.6%	4.3	79	15.9%	26.3	0	0.0%	92	99	12	--	--	
June Lake	406	230	9	0	0.0%	0.0	25	6.2%	2.8	53	23.0%	106	71	0	--	--	
Lee Vining	406	115	5	0	0.0%	0.0	0	0.0%	0.0	20	17.4%	31	0	64	--	--	
Mammoth Lakes	8,081	2807	25	550	6.8%	22.0	1,058	13.1%	42.3	75	0.9%	1,303	1,064	288	743	12.9%	
McGee Creek	107	58	4	107	100.0%	26.8	0	0.0%	0.0	0	0.0%	0	0	58	--	--	
Mono City	126	67	5	0	0.0%	0.0	0	0.0%	0.0	0	0.0%	11	56	0	--	--	
Paradise	383	149	4	36	9.4%	9.0	5	1.3%	1.3	0	0.0%	20	58	51	--	--	
Sunny Slopes	149	73	2	0	0.0%	0.0	0	0.0%	0.0	0	0.0%	0	19	0	--	--	
Swall Meadows	461	209	4	23	5.0%	5.8	0	0.0%	0.0	0	0.0%	51	33	88	--	--	
Topaz	75	41	4	0	0.0%	0.0	0	0.0%	0.0	0	0.0%	41	0	0	--	--	
Walker	750	319	18	181	24.1%	10.1	186	24.8%	10.3	43	13.5%	85	90	60	--	--	
Balance of County	643	318	2,872	94	14.6%	0.1	2	0.3%	0.0	18	2.8%	34	121	554	--	--	
<b>Subtotal Mono County</b>	<b>14,016</b>	<b>2,291</b>	<b>155</b>	<b>1,261</b>	<b>9.0%</b>	<b>8.1</b>	<b>1,554</b>	<b>11.1%</b>	<b>10.0</b>	<b>125</b>	<b>0.9%</b>	<b>644</b>	<b>680</b>	<b>510</b>	<b>1,463</b>	<b>14.6%</b>	
<b>Total Study Area</b>	<b>32,473</b>	<b>10,201</b>	<b>10,335</b>	<b>4,731</b>	<b>14.6%</b>	<b>0.5</b>	<b>3,681</b>	<b>11.3%</b>	<b>0.4</b>	<b>638</b>	<b>2.0%</b>	<b>3,159</b>	<b>3,673</b>	<b>2,399</b>	<b>3,013</b>	<b>9.3%</b>	

Note 1: Disability status by Census Place is not available for 2010 Census or American Community Survey. The proportion of residents with disabilities from the 2000 Census was applied to 2011 American Community Survey Data.



Figure 2  
Inyo Mono Counties Elderly Population



square mile, and Crowley Lake (26.3 per square mile). See Figure 3 for low-income population details.

The number of households in the study area without access to a vehicle is estimated at 638, as presented in the Table 1. This represents 2.0 percent of the total households in the area (compared with 7.8 percent statewide). Over 300 of these zero vehicle households are located in Bishop, another 75 in Mammoth Lakes and 53 in June Lake. This is presented graphically in Figure 4.

No data is available from the 2010 census by place for the number of residents with any type of a disability. As part of the 2000 Census, the number of disabled residents was tallied by place. Therefore, in Table 1 the 2000 Census proportion of residents with disabilities for each community was applied to 2010 Census population data to produce the estimated study area population with disabilities. As shown roughly 9.3 percent or 3,013 residents with disabilities live in the study area. This is divided roughly half and half between Inyo and Mono County.

## **Employment**

Major employers in Inyo County include the National Park Service, US Forest Service, health care facilities, school districts, county government, Los Angeles Water and Power, Caltrans and some larger retail stores. Employers with more than 200 employees include Crystal Geysers in Olancho, the County offices in Independence, Death Valley National Park, and Northern Inyo Hospital in Bishop. In Mono County, most jobs are within the tourism sector, related to the ski resort or in county government. Companies with greater than 200 employees include: Mammoth Hospital, Mammoth Mountain Ski Area, and County offices in Bridgeport. In 2012, roughly 8,500 Inyo County residents were employed and 7,430 Mono County residents were employed. The unemployment rate was 9.4 percent in Inyo County and 10.5 percent in Mono County in 2012. This is on par with the statewide unemployment rate of 10.5 percent.

## **Income and Public Assistance**

American Community Survey data collected by the US Census shows that the mean household income in Inyo County is \$62,042. Roughly 4.2 percent of Inyo County households receive Supplemental Social Security Income, 2.7 percent receive cash public assistance, and 5.2 percent of households receive Food Stamps/SNAP benefits. In Mono County, the median household income is \$60,469. Around 2.4 percent of households receive Supplemental Social Security, 1.2 percent received cash public assistance and 4.3 percent receive Food Stamps/SNAP benefits.

## **Commute Patterns**

Information on commute patterns for 2011 was obtained through the US Census Bureau Longitudinal Employer-Household Dynamics dataset and presented in Tables 2 and 3 and Figures 5 through 8. In reviewing this data, it is important to consider that it includes data for employees that do not necessarily report to work on a daily or consistent basis, and can include persons who have a permanent resident in one location, but stay elsewhere during their work week. Nevertheless, it provides the best available picture of commuting patterns.

Figure 3  
Inyo Mono Counties Low-Income Population

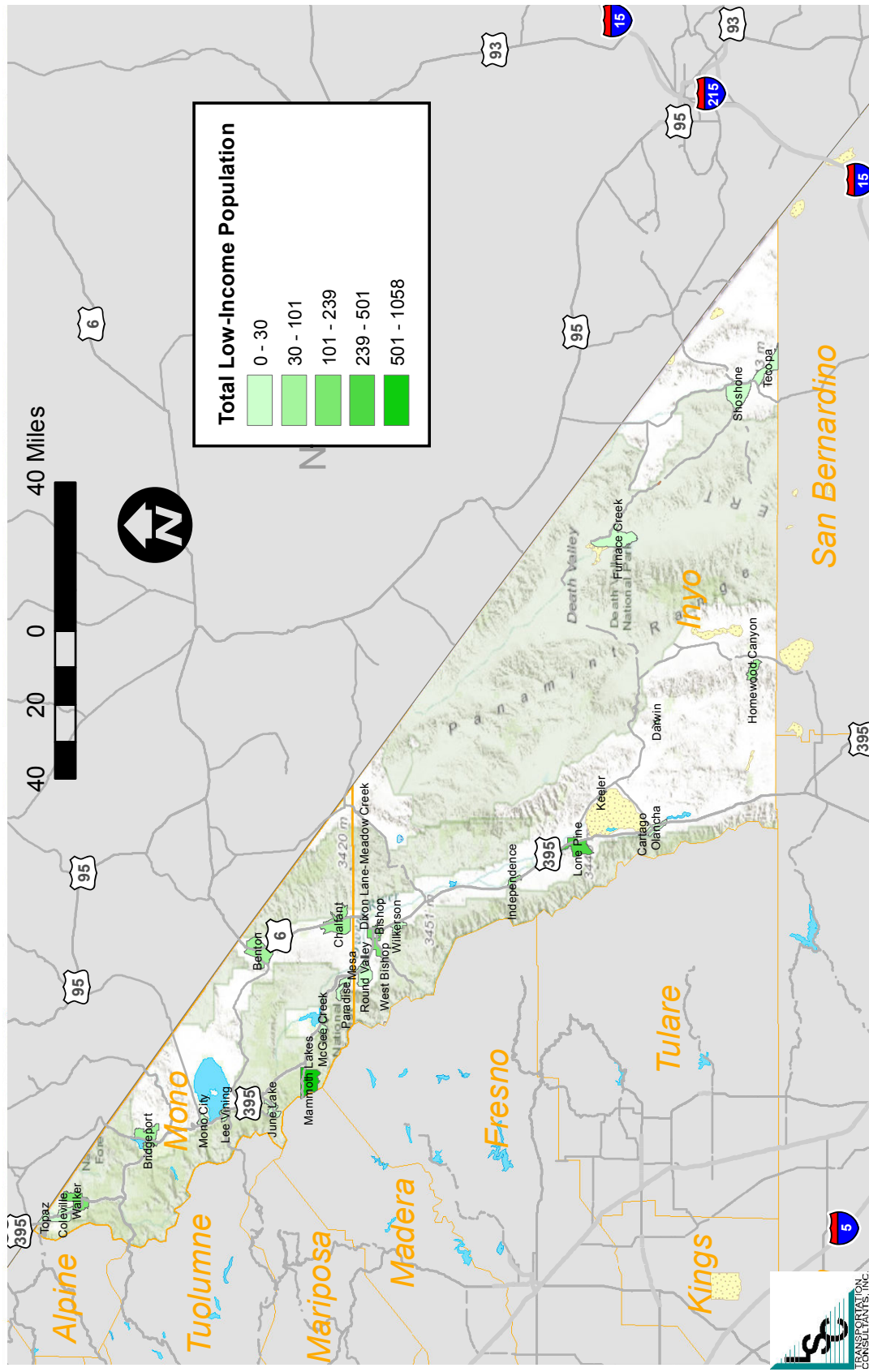
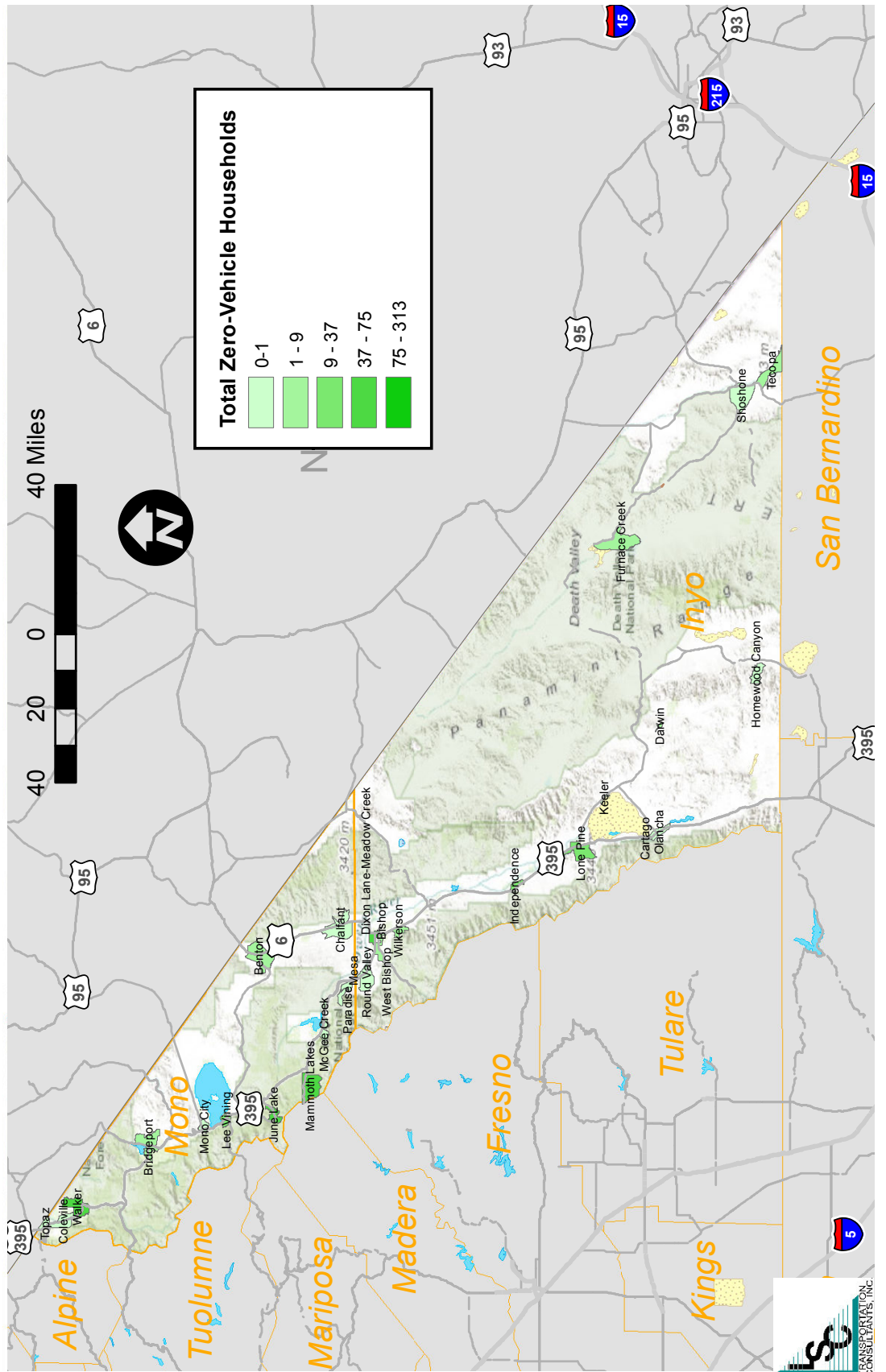


Figure 4  
 Inyo Mono Counties Total Zero-Vehicle Households



**Table 2: Inyo County Commute Patterns - 2011**

Where Inyo County Residents Work			Where Inyo County Workers Live		
Census Place	# of Jobs	% of Total	Census Place	# of Jobs	% of Total
Total Bishop Area <sup>(1)</sup>	2,749	37.2%	Total Bishop Area <sup>(1)</sup>	2,429	35.4%
Mammoth Lakes	449	6.1%	Big Pine	269	3.9%
Lone Pine	365	4.9%	Lone Pine	253	3.7%
Fresno	225	3.0%	Pahrump, NV	145	2.1%
Independence	161	2.2%	Wilkerson	136	2.0%
Big Pine	156	2.1%	Ridgecrest	133	1.9%
Crowley Lake	156	2.1%	Independence	112	1.6%
Sacramento	129	1.7%	Round Valley	90	1.3%
Bakersfield	127	1.7%	June Lake	83	1.2%
Ridgecrest	73	1.0%	Mammoth Lakes	81	1.2%
San Jose	72	1.0%	Chalfant	79	1.2%
Reno , NV	57	0.8%	Bakersfield	78	1.1%
Visalia	56	0.8%	Crowley Lake	75	1.1%
Stockton	49	0.7%	Fresno	62	0.9%
Bridgeport	45	0.6%	Mesa	46	0.7%
San Francisco	45	0.6%	Benton	40	0.6%
San Luis Obispo	40	0.5%	Santa Clarita	39	0.6%
Salinas	38	0.5%	Bridgeport	35	0.5%
Modesto	35	0.5%	Hesperia	34	0.5%
Clovis	34	0.5%	San Diego	34	0.5%
Porterville	28	0.4%	Walker	33	0.5%
Tulare	27	0.4%	Las Vegas , NV	32	0.5%
Madera	22	0.3%	Palmdale	30	0.4%
All Other Locations	2,249	30.4%	All Other Locations	2,508	36.6%
<b>Total</b>	<b>7,387</b>		<b>Total</b>	<b>6,856</b>	

Note 1: Includes City of Bishop, Dixon Lane-Meadow Creek, and West Bishop

Note: LEHD figures represent estimates of commute patterns, synthesized from several sources of US Census residential location, business location, and commute data. These figures exclude Federal, railroad and self-employed employees, and include trips that are not made each workday. As such, this data should be considered to only provide a general commuting

Source:US Census LEHD OntheMap application, 2011 data.

At the County level, just over 700 Inyo County residents commute to Mono County while around 600 Mono County residents commute to Inyo County. More specifically out of roughly 7,400 employed Inyo County residents, 37.2 percent or 2,749 residents report that their work location is in the Bishop area. The next largest Census Place of work for Inyo County employed residents is Mammoth Lakes (449 workers or 6.1 percent), followed by Lone Pine (365 workers or 4.9 percent). In terms of commute flow into Inyo County, the largest groups of commuters come from within Inyo County (Bishop Area, Big Pine and Lone Pine). Other common inter-county commuter groups come from Pahrump, NV (145 workers or 2.1 percent) and Ridgecrest (133 workers or 1.9 percent). It should be noted that this data reflects all persons reporting their work location, regardless of how often they commute.

In Mono County (Table 3 and Figures 7-8), nearly 40 percent of Mono County employed residents or 2,027 people stay within the county and work in Mammoth Lakes. Another 622 or

**Table 3: Mono County Commute Patterns - 2011**

Where Mono County Residents Work			Where Mono County Workers Live		
Census Place	# of Jobs	% of Total	Census Place	# of Jobs	% of Total
Mammoth Lakes	2,027	36.9%	Mammoth Lakes	1,557	24.7%
Crowley Lake	622	11.3%	Total Bishop Area <sup>(1)</sup>	424	6.7%
Total Bishop Area <sup>(1)</sup>	385	7.0%	Crowley Lake	317	5.0%
Bridgeport	292	5.3%	Chalfant	230	3.7%
Fresno	88	1.6%	June Lake	206	3.3%
Sacramento	78	1.4%	Walker	135	2.1%
San Francisco	73	1.3%	Los Angeles	128	2.0%
Lone Pine	68	1.2%	Bridgeport	112	1.8%
San Jose	60	1.1%	Benton	100	1.6%
June Lake	50	0.9%	Coleville	90	1.4%
Independence	41	0.7%	Bakersfield	79	1.3%
Reno , NV	40	0.7%	Swall Meadows	75	1.2%
Ridgecrest	39	0.7%	Sunny Slopes	67	1.1%
Bakersfield	34	0.6%	Big Pine	61	1.0%
Big Pine	33	0.6%	Mono	50	0.8%
Oakland	28	0.5%	Paradise	42	0.7%
Benton	26	0.5%	Lee Vining	38	0.6%
Merced	25	0.5%	Fresno	36	0.6%
Stockton	24	0.4%	San Diego	33	0.5%
Visalia	22	0.4%	Newport Beach	32	0.5%
Walker	22	0.4%	Wilkerson	31	0.5%
Salinas	18	0.3%	Round Valley	30	0.5%
Clovis	17	0.3%	San Jose	29	0.5%
All Other Locations	1,386	25.2%	All Other Locations	2,396	38.0%
<b>Total</b>	<b>5,498</b>		<b>Total</b>	<b>6,298</b>	

Note: LEHD figures represent estimates of commute patterns, synthesized from several sources of US Census residential location, business location, and commute data. These figures exclude Federal, railroad and self-employed employees, and include trips that are not made each workday. As such, this data should be considered to only provide a general commuting pattern.

Source: US Census LEHD OntheMap application, 2011 data.

11.3 percent work in nearby Crowley Lake. Around 385 Mono County residents or 7.0 percent commute to the Bishop area in Inyo County and another 292 or 5.3 percent commute to Bridgeport, the County seat. Just under one-quarter of Mono County workers or 1,557 people live in Mammoth Lakes. Just fewer than seven percent or 424 workers commute from the Bishop area. Another 317 workers or 5.0 percent live in Crowley Lake.

A more detailed look at commute patterns between the major Inyo/Mono communities is displayed in Table 4. Just over half of Mammoth Lakes employed residents work in Mammoth Lakes. Almost three-quarters of Mammoth Lake's employees live outside of Mammoth. Common commuting patterns are from the Bishop Area (7.4 percent), Crowley Lake (4.3 percent),

Figure 5  
Where Inyo County Workers Live

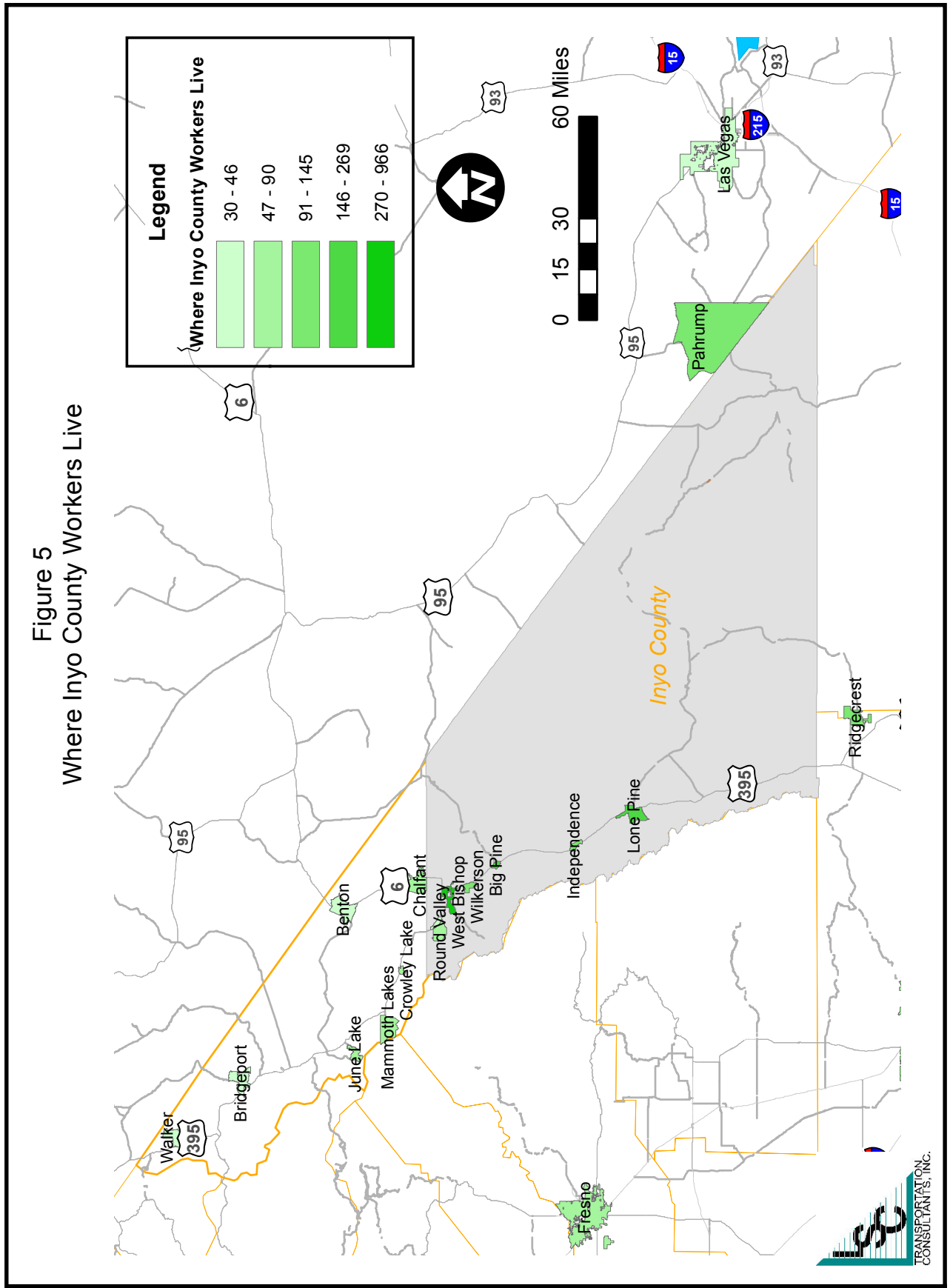


Figure 6  
Where Inyo County Residents Work

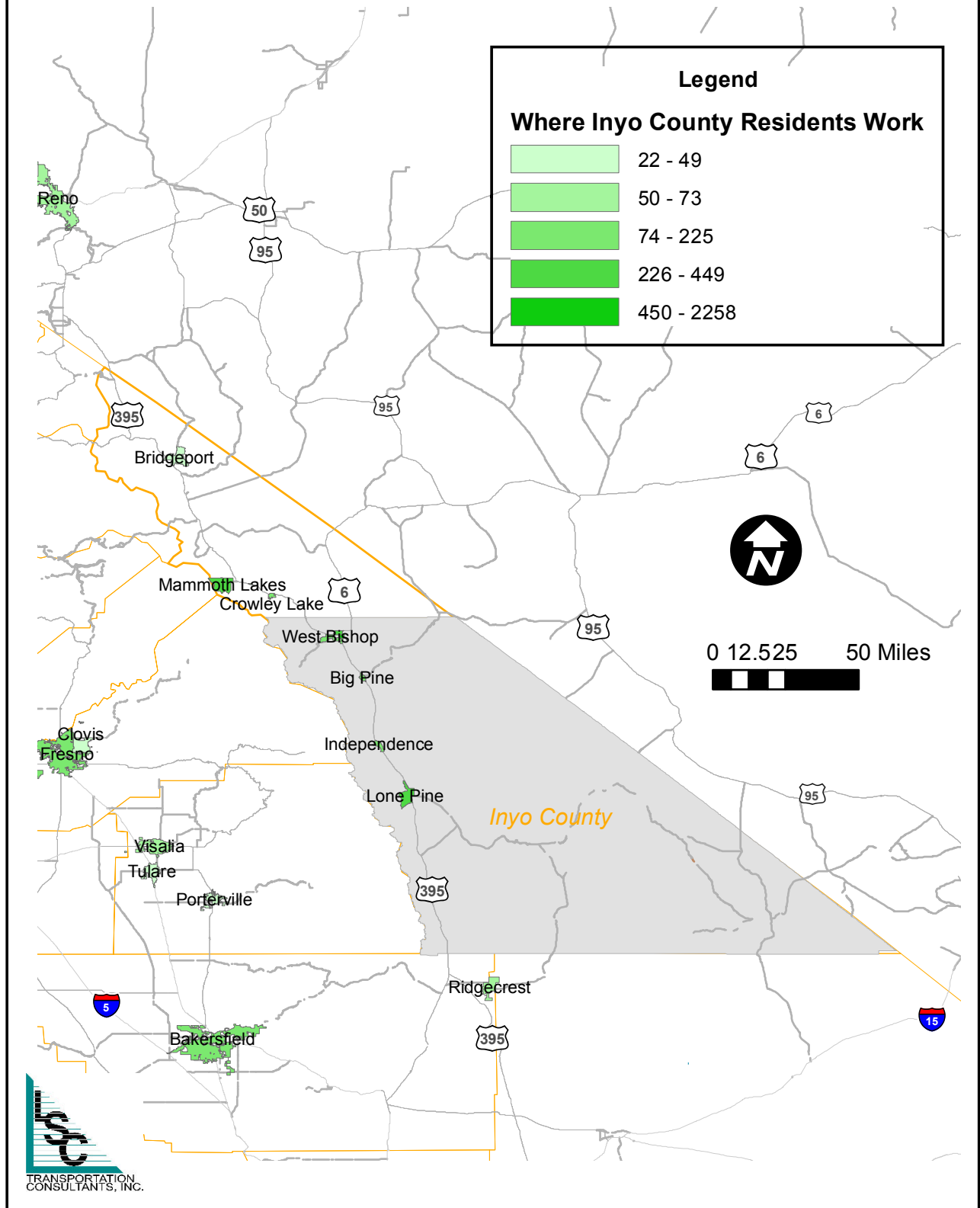




Figure 7  
Where Mono County Residents Work

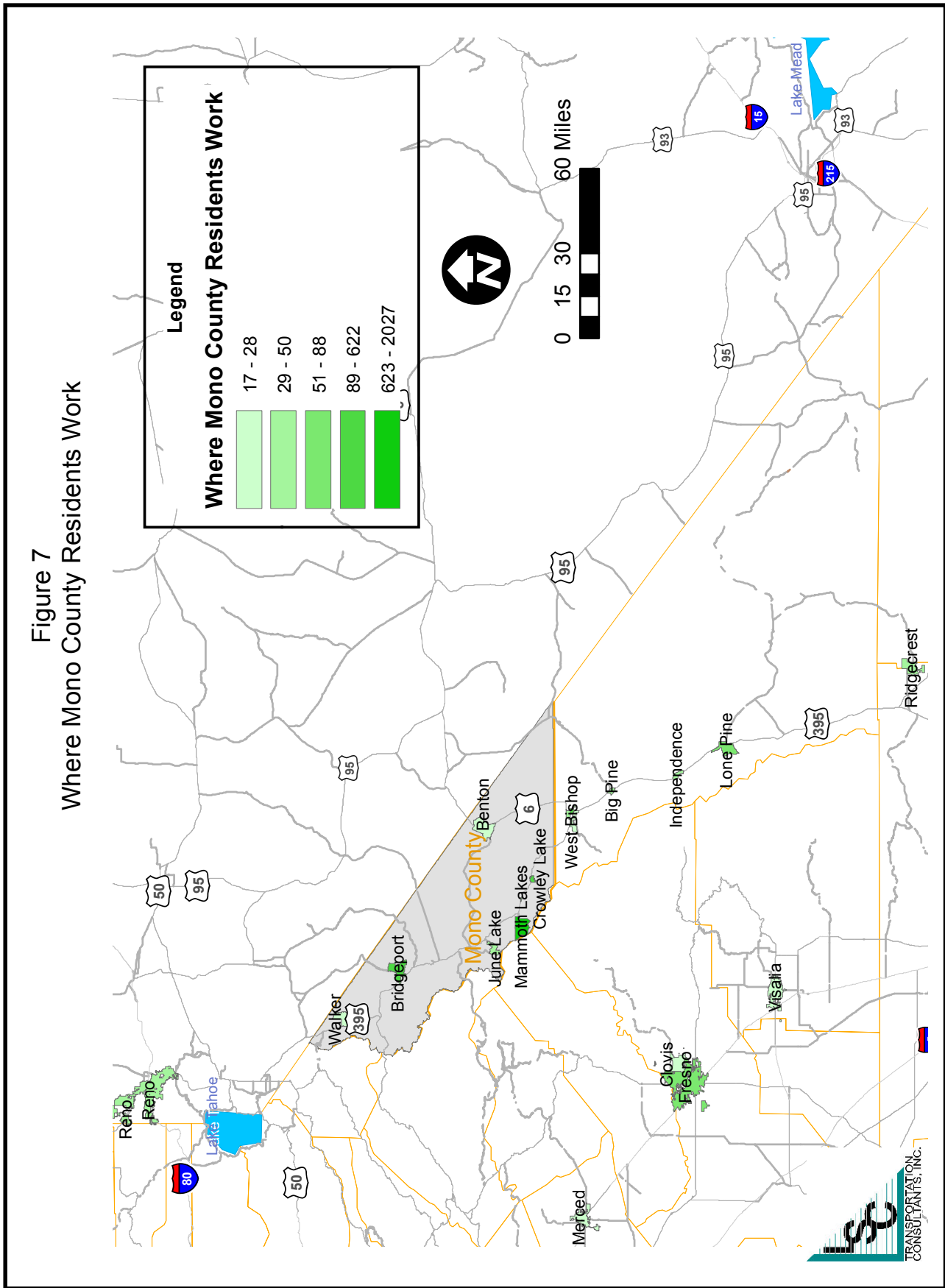
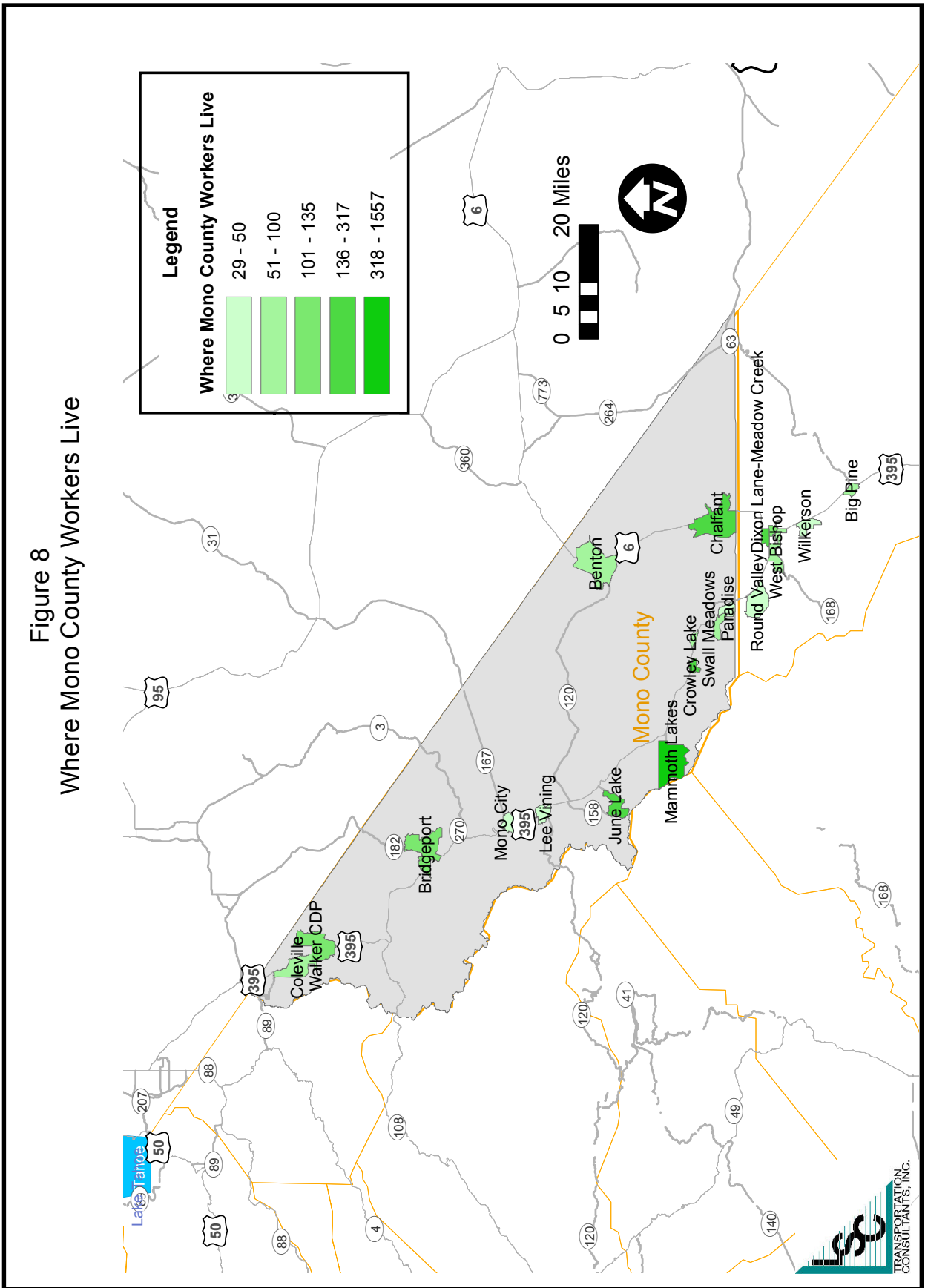


Figure 8  
Where Mono County Workers Live



**Table 4: Inyo/Mono Major Community Commute Patterns**

Where Residents Work			Where Workers Live		
Census Place	# of Jobs	% of Total	Census Place	# of Jobs	% of Total
<b><u>Mammoth Lakes</u></b>			<b><u>Mammoth Lakes</u></b>		
Mammoth Lakes	1,144	52.1%	Mammoth Lakes	1,144	27.7%
Crowley Lake	293	13.3%	Bishop Area <sup>(1)</sup>	304	7.4%
Bishop	33	1.5%	Crowley Lake	176	4.3%
Bridgeport	33	1.5%	Chalfant	138	3.3%
San Francisco	32	1.5%	June Lake	124	3.0%
Lone Pine	25	1.1%	Los Angeles	86	2.1%
Ridgecrest	25	1.1%	Benton	61	1.5%
June Lake	24	1.1%	Bakersfield	56	1.4%
Fresno	21	1.0%	All Other Locations	2,039	49.4%
San Jose	20	0.9%	<b>Total</b>	<b>4,128</b>	<b>100%</b>
All Other Locations	545	24.8%			
<b>Total</b>	<b>2,195</b>	<b>100%</b>			
<b><u>Bishop Area<sup>(1)</sup></u></b>			<b><u>Bishop Area<sup>(1)</sup></u></b>		
Bishop Area	1,979	46.7%	Bishop	1,979	47.7%
Mammoth Lakes	304	7.2%	Big Pine	117	2.8%
Fresno	126	3.0%	Wilkerson	111	2.7%
Sacramento	72	1.7%	Round Valley	75	1.8%
Independence	70	1.7%	Bakersfield	55	1.3%
Bakersfield	69	1.6%	June Lake	55	1.3%
Crowley Lake	68	1.6%	Chalfant	54	1.3%
Lone Pine	55	1.3%	Crowley Lake	51	1.2%
All Other Locations	1,492	35.2%	All Other Locations	1,650	39.8%
<b>Total</b>	<b>4,235</b>	<b>100%</b>	<b>Total</b>	<b>4,147</b>	<b>100%</b>
<b><u>Lone Pine</u></b>			<b><u>Lone Pine</u></b>		
Lone Pine	157	34.9%	Lone Pine	157	15.8%
Independence	19	4.2%	Ridgecrest	102	10.3%
Bishop	16	3.6%	Pahrump, NV	68	6.8%
Crowley Lake	15	3.3%	Bishop Area <sup>(1)</sup>	46	4.6%
Ridgecrest	15	3.3%	Big Pine	26	2.6%
Fresno	12	2.7%	Mammoth Lakes	25	2.5%
Bakersfield	8	1.8%	Las Vegas , NV	20	2.0%
Sacramento	8	1.8%	Independence	17	1.7%
San Francisco	7	1.6%	Olancho	15	1.5%
Big Pine	6	1.3%	All Other Locations	518	52.1%
All Other Locations	187	41.6%	<b>Total</b>	<b>994</b>	<b>100%</b>
<b>Total</b>	<b>450</b>	<b>100%</b>			

Source:US Census LEHD OntheMap application, 2011 data.

Note 1: Includes City of Bishop, West Bishop, and Dixon Lane-Meadow Creek CDP

Chalfant on Highway 6 (3.3 percent) and June Lake (3.0 percent). Over 50 percent of Bishop Area (including Dixon Lane-Meadow Creek and West Bishop) employed residents commute, of which the largest group travels to Mammoth Lakes (7.2 percent). Nearly half of Bishop Area workers live in the Bishop area. Others commute in from Big Pine, Wilkerson, and Round Valley. Roughly two-thirds of Lone Pine residents commute outside of the community. Top destinations are Independence (4.2 percent), Bishop (3.6 percent), Crowley Lake (3.3 percent) and Ridgecrest (3.3 percent). The greatest number of commuters into Lone Pine travel from Ridgecrest (102 workers or 10.3 percent), followed by Pahrump, NV (68 workers, 6.8 percent), and Bishop Area (46 workers, 4.6 percent). Only 15.8 percent of Lone Pine workers live in Lone Pine.

In summary, Mammoth Lakes and the Bishop Area have the largest employment centers and as such there is a relatively high level of commuting between the two areas. LEHD data backed up by stakeholder input demonstrate a greater number of commuters travelling from Bishop to Mammoth than the reverse. Common employment destinations for Bishop commuters are the ski area, hospital and Vons. Table 4 also demonstrates that there is a significant level of commuting to/from Lone Pine and the workers travel to/from a variety of destinations.

Projections and Trends

The California Department of Finance estimates that the study area population will grow by around 1,214 persons or 3.7 percent over the next five years. The population of Mono County is anticipated to grow slightly more (5.0 percent) than the Inyo County population (2.7 percent) (Table 5).

	2013	2014	2015	2016	2017	2018	Total Change	
							#	%
Inyo County	18,629	18,656	18,710	18,822	18,972	19,126	496	2.7%
Mono County	14,370	14,505	14,643	14,811	14,898	15,088	718	5.0%
<b>Study Area</b>	<b>32,999</b>	<b>33,160</b>	<b>33,353</b>	<b>33,633</b>	<b>33,870</b>	<b>34,213</b>	<b>1,214</b>	<b>3.7%</b>

Source: CA Department of Finance

As roughly 98 percent of land in Inyo County is owned by public agencies, therefore there is not a significant amount of developable land. Although 94 percent of Mono County also is owned by public agencies, the county includes the popular resort town of Mammoth Lakes which is more attractive to developers, resulting in higher home prices. The economies of both counties are largely based on recreation and tourism, as is reflected in some of ESTA’s transit services. The California Employment Development Department projects that the industries with the greatest job growth over the period from 2008 to 2018 will be in the government sector, leisure and hospitality sector, and the education services, health care, and social assistance sector for Eastern Sierra Counties (including Inyo, Mono, and Alpine).

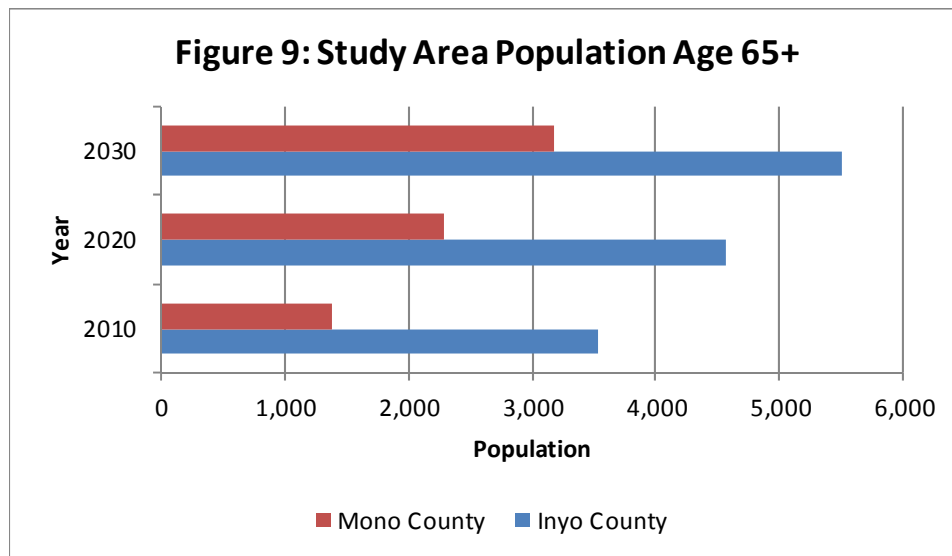
The California Demographic Research Unit prepares forecasts of countywide population by age group, which provides a useful picture of expected changes in population by age group. As

shown in Table 6 and Figure 9, these forecasts indicate a very significant growth in elderly population, in both Inyo and Mono Counties:

**TABLE 6: Countywide Population Forecasts by Age**

	Total (All ages)	Age Group							Total 65 or more years
		Preschool Age (0-4 years)	School Age (5-17 years)	College Age (18-24 years)	Working Age (25-64 years)	Young Retirees (65-74 years)	Mature Retirees (75-84 years)	Seniors (85 or more years)	
<b>Inyo County</b>									
2010	18,528	1,061	2,790	1,229	9,923	1,830	1,176	520	3,526
2020	19,350	967	2,581	1,448	9,783	2,720	1,293	559	4,571
2030	20,428	975	2,534	1,447	9,972	2,824	1,993	684	5,501
Change 2010-2020	822	-93	-209	219	-140	890	117	39	1,046
Change 2010-2030	1,900	-86	-256	217	49	995	817	164	1,975
% Change 2010-2020	4%	-9%	-7%	18%	-1%	49%	10%	7%	30%
% Change 2010-2030	10%	-8%	-9%	18%	0%	54%	69%	32%	56%
<b>Mono County</b>									
2010	14,240	880	2,119	1,428	8,430	930	373	79	1,382
2020	15,037	963	2,305	1,250	8,234	1,543	601	142	2,287
2030	16,261	1,007	2,625	1,424	8,027	1,759	1,120	299	3,177
Change 2010-2020	797	82	185	-178	-196	614	227	63	904
Change 2010-2030	2,021	127	506	-4	-403	830	746	219	1,795
% Change 2010-2020	6%	9%	9%	-12%	-2%	66%	61%	80%	65%
% Change 2010-2030	14%	14%	24%	0%	-5%	89%	200%	277%	130%

Source: California Demographic Research Unit, Table P-1



- ◆ In Inyo County, the number of persons age 65 and above is forecast to increase by 1,046 between 2010 and 2020, as compared to a drop in population of persons younger than 65 of 224 people. The older adult population is forecast to increase by 30 percent of this period, and by a full 56 percent by 2030.

- ◆ This pattern is similar in Mono County, where elderly population is forecast to increase by 904 between 2010 and 2020, while the population below age 65 will drop by 107. Senior population is forecast to increase by 65 percent between 2010 and 2020, and by 130 percent between 2010 and 2030. Particularly between 2020 and 2030, much of this population growth will be in older retirees age 75 and above. By 2030, the number of Mono County residents age 75 to 84 will be 200 percent greater than in 2010, while the number age 85 and above will be 277 percent greater than in 2010.

Overall, these forecasts indicate a very significant increase in older adult residents requiring access to transportation, medical and social services.

## EXISTING TRANSPORTATION SERVICES

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Ultimately there is one public transit operator which serves both Inyo and Mono Counties as well as provides connections to the national intercity bus network in Reno and Lancaster. Inyo and Mono counties also have a variety of human service agencies which provide transportation for clients. Appendix A presents the transportation provider inventory for Inyo and Mono Counties along with responses to the human service agency transportation needs survey.

### PUBLIC TRANSIT SERVICES

#### Eastern Sierra Transit Authority (ESTA)

ESTA was formed through a Joint Powers Agreement (JPA) between Inyo County, Mono County, City of Bishop and Town of Mammoth Lakes in 2006. ESTA is a separate legal entity and acts as the CTSA for both counties. As a transit operator, ESTA provides a variety of demand-response, fixed route, deviated fixed route and intercity connections to multiple communities in both Inyo and Mono Counties. The service is operated out of facilities in Bishop, Mammoth Lakes, Lone Pine, Walker and Tecopa. Maintenance is contracted with outside vendors throughout the region. Initial and on-going driver training is provided internally by ESTA staff as is required drug and alcohol testing. The services are described below and displayed graphically in Figure 10.

#### Intercity Routes

- ◆ **Lone Pine to Reno** – ESTA provides connections to the national intercity bus network and the international airport in Reno, Nevada with one round trip between Lone Pine and Reno, four days a week. Communities on US 395 served along the way include Independence, Big Pine, Bishop, Mammoth, Lee Vining, Bridgeport, Walker, Coleville, Topaz, Gardnerville and Carson City.
- ◆ **Mammoth Lakes to Lancaster** – Intercity connections to the Metrolink station in Lancaster are provided three days a week. This routes serves the communities of Mammoth Lakes, Crowley Lake, Tom's Place, Bishop, Big Pine, Independence, Lone Pine, Olancho, Coso Junction, Pearsonville, Inyokern , Mojave and Lancaster.

#### Town to Town Routes

- ◆ **Mammoth Express** – This route operates three round trips (morning, mid-day, and evening) between Bishop and Mammoth five days a week. Schedules are designed to accommodate commuters. Stops are also made in Tom's Place and Crowley Lake.
- ◆ **Lone Pine Express** – Also a commuter route, this service travels between Lone Pine and Bishop three times a day, five days a week. Schedules are designed to accommodate commuters living in Bishop and working at county offices in Independence as well as southern Inyo County residents working in Bishop. A mid-day run allows for additional flexibility for non-commuting passengers in need of social services, medical, shopping and life line services.





- ♦ **Tecopa – Pahrump** – Lifeline service is provided between Tecopa and Pahrump, NV two Thursdays a month. The bus leaves the Senior Center in Tecopa at 8:00 AM, stops in Shoshone and arrives at the Walmart in Pahrump at 8:50 AM. The return trip departs at 11:00 AM.
- ♦ **Benton – Bishop** – Lifeline service is provided between Benton and Bishop along SR 6 on Tuesdays and Fridays with stops in Hamill Valley and Chalfant.

### Mammoth Fixed Routes

ESTA operates fixed route service in the Town of Mammoth Lakes year round, seven days a week. Transit service is generally from 7:00 AM to 6:00 PM with an evening Trolley until 2:00 AM.

### Dial-A-Ride Services

- ♦ **Lone Pine DAR** – Door to door service is provided in Lone Pine to the general public between 7:30 AM and 3:30 PM, Monday - Friday.
- ♦ **Walker DAR** – Door to door transit service is provided to residents of the Antelope Valley from Walker to Topaz from 8:00 AM to 4:30 PM, Monday, Tuesday, Wednesday and Thursday.
- ♦ **Mammoth DAR** – General Public DAR is offered in the Town of Mammoth Lakes from 8:00 AM to 6:00 PM, Monday - Friday. ADA complementary paratransit is available during the service hours of the fixed route when DAR is not available.
- ♦ **Bishop DAR** – General public DAR is available from 7:00 AM to 6:00 PM Monday through Thursday, 7:00 AM to 2:00 AM on Fridays, 8:30 AM to 2:00 AM on Saturday and 8:00 AM to 1:00 PM on Sunday. During the day time hours, boarding check points have been established at various locations and times. Passengers boarding at checkpoints receive a one dollar discount on the fare.

### Seasonal

- ♦ **Reds Meadow Shuttle** - ESTA contracts with the US Forest Service to operate the Reds Meadow shuttle from Mammoth Lakes to Reds Meadow and Devils Postpile.
- ♦ **Mammoth – June Lake Winter Shuttle** – ESTA will resume operation of the Mammoth – June Lake Shuttle in winter season 2013-14. Two round trips per day will be operated seven days a week in an effort to transport June Lake employees living in Mammoth as well as visitors to June Lake traveling to Mammoth for the day. This route is fully funded through a fare guarantee with June Mountain Ski Area.
- ♦ **Mammoth Winter Routes** - ESTA took over the operation of fixed route service in the Town of Mammoth Lakes to Mammoth Mountain Ski Area (MMSA) in 2012. Winter service was previously operated by MMSA. Transit service is generally from 7:00 AM to 6:00 PM. These routes are fully funded by MMSA.

## Vanpool

ESTA also administrates a vanpool program for commuters in the region. The existing vanpool commutes between Mammoth and Bishop. At least eight participants are needed to start a vanpool. ESTA encourages new vanpool routes.

## Ridership

In total, all ESTA services (excluding vanpool) carried 1,131,490 one-way passenger trips in FY 2012-13. ESTA operated a total of 936,363 vehicle miles and 56,739 vehicle hours. The Mammoth fixed routes have the greatest ridership (374,434 trips) followed by the Reds Meadow Shuttle (148,413) and Bishop DAR (40,960).

## **OTHER REGIONAL TRANSIT SERVICES**

### **Yosemite Area Regional Transit System (YARTS)**

The YARTS bus service operates on both the east and west side of the Sierras. In Mono County, YARTS operates a route from Mammoth Lakes to Yosemite Valley along US 395 and SR 120, seasonally. During the summer months, YARTS provides three trips from Mammoth Lakes to Tuolumne Meadows (two of which are funded by the National Park Service) and one round trip from Mammoth Lakes to Yosemite Valley. The two vehicles and drivers stay in Mammoth Lakes overnight. The YARTS operating contractor has a vehicle maintenance facility in Merced where major repairs and preventative maintenance for YARTS vehicles are performed. YARTS and ESTA staff have discussed sharing and expanded ESTA vehicle maintenance facility that could handle small emergency repairs for YARTS vehicles. The over-the-road motor coaches are wheelchair accessible, however very few wheelchair boardings are made. YARTS service on the east side of the Sierra carried primarily tourists recreating in Yosemite National Park. Local fares and discounts to seniors are available. YARTS connects with ESTA in Mammoth Lakes in the morning. This would allow for a public transit trip from Lone Pine to Yosemite Valley. YARTS is an Amtrak Thruway contractor and provides Amtrak service to all the destinations that YARTS serves in Mono County. During the summer, it is possible to buy an Amtrak ticket from anywhere to Mono County and use the Thruway service out of Merced.

### **Greyhound**

Greyhound no longer serves the US 395 corridor. Connections to Greyhound can be made via ESTA in Mojave and Reno.

### **Air Service**

The Mammoth-Yosemite Airport in Mammoth Lakes is served year-round by passenger air service. Service is limited in the non-winter seasons to 1-2 round-trips per day to Los Angeles, expanding in winter to also include connections to San Francisco, San Diego, and Orange County. In addition, the Reno/Tahoe International Airport is directly served by the ESTA Lone Pine to Reno route.

## **OTHER TRANSPORTATION SERVICES**

### **Inyo-Mono Association for the Handicapped (IMAH)**

The Inyo-Mono Association for the Handicapped provides a group of programs and services for adults aged 18 and older who are developmentally disabled who live in Inyo and Mono Counties. The center is located at 371 S. Warren Street in Bishop. IMAH provides transportation for clients to and from programs as well as to work, using a fleet of six vehicles. Three of the vehicles were purchased with FTA 5310 grant funds and a majority of the vehicles are wheelchair accessible. Most IMAH clients live in Mammoth, Benton, and Lone pine and require transportation to the IMAH center in Bishop. Those clients who wish to participate in IMAH's Work Opportunities program are transported to their places of employment using FTA 5310 grant vehicles. IMAH operates roughly 600 miles per day for a total operating cost of around \$77,000 per year. The majority of funding is provided through the Kern Regional Center but a significant and important portion comes from donations and proceeds from the IMAH thrift store.

IMAH staff sees a need to provide more transportation on weekends between the communities of Mammoth, Bishop, Benton and Lone Pine. As Benton is only served two days a week by ESTA, five days a week service would be beneficial to IMAH clients. IMAH has been quite successful with FTA grant and is willing to assist or co-write grants with other human service agencies. Staff sees a need for greater coordination with the Bishop Paiute Tribe, particular with respect to transportation to their dialysis center. IMAH would also like to share a new maintenance facility with ESTA. IMAH is open to the idea of sharing vehicles with ESTA or other agencies.

### **Great Steps Ahead**

Great Steps Ahead is a private non-profit organization which provides in home and on-site early intervention services for children age 0 to 3 with identified disabilities, developmental differences, and infants at risk for developmental delays. The agency is a service provider for the Kern Regional Center. Great Steps Ahead operates two centers: 186 Clarke Ave in Bishop and 960 Forest Trail in Mammoth Lakes. The agency spends roughly \$5,000 on bus passes for clients and will also transport clients between their homes and the center in an agency owned vehicle. Unfortunately due to insurance requirements and the nature of the program, the Great Steps Ahead vehicle cannot be used for other programs.

### **Bishop Paiute Tribe**

The Bishop Paiute Tribe is a sovereign nation located in the middle of the community of Bishop. The tribe operates the Paiute Palace on US 395 in Bishop. Approximately 20 – 25 percent of ESTA's DAR trips in Bishop have an origin or destination on the Reservation. In 2011, the Bishop Paiute Tribe was awarded a FTA Tribal Transit Grant to supplement the planning and operation of DAR services on tribal lands. As a result of this grant award, there was a Transit Services Agreement between the Tribe and ESTA (Jan-Dec 2013) to support a portion of the operating cost (roughly \$12,000 per month) of Bishop dial-a-ride service. Also as part of the agreement (20) – 10 punch transit passes are provided monthly to the Indian Head Start Preschool.

In 2012, the Tribe applied for another FTA Tribal Transit Grant for the same purpose and was awarded \$195,316. The transportation agreement between ESTA and the Tribe is currently being updated.

### **Toiyabe Indian Health Project**

The Toiyabe Indian Health Project is a consortium and seven federally recognized tribes and two Indian communities which provide a variety of health care services, including dialysis, preventative health, mental health, dental, etc. There are three clinics located in the region: Bishop Clinic at 52 Tu Su Lane, Lone Pine Clinic at 1150 Goodwin Road, and Camp Antelope at 73 Camp Antelope Rd in Coleville. Some transportation is provided for tribal members without access to a vehicle to medical appointments and dialysis.

### **Southern Inyo Health Care District**

Southern Inyo Hospital is located at 501 East Locust Street in Lone Pine and provides emergency services, acute care, lab services, radiology, skilled nursing, physical therapy, and hospice services.

### **Disabled Sports Eastern Sierra**

Disabled Sports Eastern Sierra is a volunteer-based nonprofit dedicated to changing the lives of children and adults with disabilities and their families by:

- Offering year-round outdoor sports and activities
- Creating inspiring challenges
- Providing expert instruction and adaptive equipment
- Rallying the community to comfortably accommodate people with disabilities

On occasion, this organization will use a Toyota Tundra to transport program participants to Mammoth Mountain Ski Area or the Whitmore Recreation Area, if the participant has no other means of transportation. This happens fewer than twenty times a year. Disabled Sports also transports Wounded Warriors between the airport and the ski area. If a large group arrives, Disabled Sports will coordinate with ESTA to provide a larger bus for the trip to the airport. Disabled Sports charter limits persons who can be transported by the vehicle to program participants. Other than existing coordination with ESTA, coordination with this agency is limited.

### **Inyo County Health and Human Services**

#### **Eastern Sierra Area Agency for the Aging (ESAAA)**

The California Department of Aging (CDA) administers programs that serve older adults, adults with disabilities, family caregivers, and residents in long-term care facilities throughout the State. The Department administers funds allocated under the federal Older Americans Act and the Older Californians Act. CDA contracts with the network of Area Agencies on Aging, who directly manage a wide array of federal and state-funded services that help older adults to live

as independently as possible in the community; promote healthy aging and community involvement; and assist family members in their vital care giving role. The Area Agency on Aging in Inyo and Mono County is Eastern Sierra Area Agency for the Aging (ESAAA). ESAAA is governed by the Inyo County Board of Supervisors (BOS), who has designated the Department of Health and Human Services (HHS) to administer the ESAAA services. HHS oversees a contract with the County of Mono through which Mono County employees serve Mono County seniors. In Inyo County, HHS staff directly serve Inyo County seniors.

In Inyo County, ESAAA provides a variety of services including social services, services for the aging population, employment and eligibility, behavioral health services, public health services and prevention. ESAAA provides rides to individuals who are physically or logistically unable to use regular public transportation to obtain essential services such as medical appointments, grocery shopping, pharmacy and day care services. These individuals need transportation and assistance from the driver to find the out-of-town medical facility, purchase and carry groceries into the house, enter and exit the vehicle, etc. Based on individual needs, services are provided by Inyo County staff using program vehicles to residents through Inyo County. Staff provide short and long distance medical trips as far as Reno and Lancaster as well as regularly scheduled errand/shopping trips. ESAAA Site Coordinators assess individuals, plan trips and maintain records. In FY 12/13, through March, there were 20 unduplicated clients served for a total of 887 one way trips provided.

In addition to providing transportation, Inyo County HHS (ESAAA) spends roughly \$10,000 - \$12,000 in bus passes each year for clients. Clients mostly use the ESTA Bishop DAR service and Bishop to Lone Pine fixed route but some also use the Pahrump to Tecopa and Bishop to Reno route for work, school, shopping, and to access services. Inyo clients who commute on ESTA would benefit by weekend and evening service. In general, seniors need more curb to curb transportation as the timing and distance to the bus stops is a challenge. In the past ESTA has provided fixed route travel training for seniors. Annual transit training workshops would be beneficial to Inyo County ESSA clients.

### **Mono County Senior Program**

The Mono County Senior Program provides transportation and purchases bus passes on ESTA for clients. In FY 2012-13, two vehicles were used to transport seniors from Benton to medical appointments and shopping in Bishop/Mammoth, as well as Walker residents to Gardnerville, Carson City, and Reno. Roughly 74 one-way trips were made that year. The program is short staffed and cannot meet all client transportation needs. Unfortunately, funding requirements would not permit the Mono County Senior Program from coordinating with organizations outside of other Mono County departments. On occasion the Senior Program has provided trips for Mono County Social Services.

### **Mono County Health Department**

The Mono County Health Department provides transportation assistance for clients who participate in the California Children's Services (CCS) Program and HIV Care Program (HCP). CCS is a State program that assists families by providing medical specialists for children with chronic diseases, permanent health problems, and severe disabilities. After establishing medical and financial eligibility, families are able to access specialists throughout California. CCS can

provide travel assistance via limited funding at 23.5 cents per mile so that families can follow through with the recommended medical care. HCP (also known as Ryan White) is a program for low-income individuals diagnosed with HIV/AIDS, their partners, and their families. On a case by case basis, gas vouchers may be provided for clients who need to travel outside of Mono County for specialty HIV care and other related medical services.

### **Big Pine Education Center**

The Big Pine Education Center provides support services for youth including: academic support for K-12 students; workshops on family formation and “out of wedlock” pregnancy; and transportation for youth sporting activities in Bishop. The program uses one 12 – 15 passenger van to transport students to Bishop Park and the Barlow Gym. The Big Pine Education Center is funded through tribal grants and would be unable to share the vehicle with non-Big Pine Paiute programs.

### **Kern Regional Center**

The Kern Regional Center (KRC) is one of California’s 20 centers which receive funding through the State Department of Developmental Services to provide services and assistance to improve the quality of life for persons with developmental disabilities. KRC and its vendors provide life-long case management, prevention programs, parent support services and community resource development. KRC spends roughly \$33,000 each year on bus passes for consumers who require transportation to the Regional Center, work (many at Vons and IMAH), or medical appointments. ESTA services are generally sufficient for KRC consumers, although some clients would benefit from evening dial-a-ride service to accommodate work schedules.

### **Veterans Services Office**

The Veteran’s Services Office for Inyo and Mono Counties is operated out of the Inyo County Sheriff’s Office. Gas vouchers are provided to veterans with financial disadvantages. Additionally, the Veterans Services Office purchases approximately \$1,000 in transit passes from ESTA for travel to Minden, Carson City and Reno. Typically veterans require transportation from their home to medical appointments. On occasion the Veteran’s Service Office will coordinate with American Legion or Veterans of Foreign Wars (VFW) to provide transportation to Reno. Destinations include the VA Medical Center, airport, and Greyhound.

### **Northern Inyo Hospital**

Northern Inyo County Local Hospital District is located at 150 Pioneer Lane in Bishop and is a 25-bed critical access, not-for-profit hospital. The Northern Inyo Hospital operates the Rural Health Clinic in Bishop, which is the only medical facility in Bishop which offers immediate non-emergency medical assistance. The clinic is open Monday through Saturday 8:00 AM to 5:00 PM and the hospital is open 24 hours a day. The hospital purchases a significant amount of bus passes from ESTA for patients who require transportation home after medical services. There is a need to find safe transportation home for patients who are discharged in the evening or on weekends. Staff expressed interest in meeting with ESTA staff directly to address this need.

## **Inyo County Local Transportation Commission**

Inyo County Local Transportation Commission (LTC) staff provided input for the coordinated planning effort. The largest transportation challenge for Inyo County residents seems to be transportation to specialized medical services such as cancer treatments. Residents travel as far as Loma Linda University Medical Center in San Bernadino, Reno, or Los Angeles. Coordination between ESTA and other human service agencies has been an issue in the past but there appears to be a good working relationship now. ESTA is available to provide transit training, DOT drug and alcohol training, driver training, wheelchair lift training and grant support

## **Mono County Local Transportation Commission**

Mono County LTC staff also offered input. With respect to the low income population in the County, the community of June Lake has suffered economically since the ski resort shut down last winter. There is a need for transportation between the communities of Mammoth and June Lake. In Mono County, Mammoth is the location of many county services but the county seat of Bridgeport also provides services. There is also a need for the continuation vanpools between Bishop and Mammoth. The current vanpool program is being under-utilized. There have been requests for Non-Emergency Medical Transportation service to Reno, but limits on the number of hours a driver can work make this long trip difficult. A volunteer driver program would be beneficial for Mono County seniors, disabled and low income in the most rural areas of the county for life line and non-emergency medical transportation.

## **Mono County Rideshare AlterNetRides**

Through the AlterNetRides website, Mono County residents can find a carpool match to various locations within the County as well as interregional destinations such as Reno or UC Davis Medical Center.

## **Taxi Service**

Limited taxi and limousine services serve the region, operating out of Mammoth Lakes. Rates vary based on the destination. Reflecting the long travel distances, fares can be substantial. For instance the rate for a one-way taxi trip between Mammoth Lakes and Bishop is approximately \$90.

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## Transportation Needs Assessment

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Federal guidelines related to coordinated planning require an assessment of needs for residents with disabilities, older adults, and low-income individuals. The needs assessment for Inyo and Mono County was developed from input obtained through the review of existing services, the human service agency survey and the Transportation Workshops.

### Key Origins, Destinations, and Travel Patterns

Based on the review of existing services and needs, as well as input received as part of this study, the following are key travel patterns and origin/destinations for human service transportation in the two counties:

#### Travel Patterns

- ◆ Bishop – Mammoth
- ◆ Benton – Bishop
- ◆ Chalfant - Bishop
- ◆ Lone Pine (Southern Inyo) – Bishop
- ◆ Northern Mono to Gardnerville/Carson City/Reno
- ◆ Inyo County - Lancaster, Ridgecrest
- ◆ Rural Western Nevada – Bishop
- ◆ Mammoth – Lancaster
- ◆ Lone Pine - Reno

#### Key Origin and Destination

Bishop (including but not limited to)

##### Agencies & Schools

IMAH  
 ICHHS Facilities  
 Kern Regional Center  
 Great Steps Ahead  
 Cerro Coso College

##### Shopping & Recreation

Vons/Kmart  
 Josephs  
 Rite Aid  
 Dwayne's Friendly Pharmacy  
 Paiute Palace Casino

##### Medical

Northern Inyo Hospital  
 Rural Health Center

Toiyabe Indian Health/Dental  
Toiyabe Dialysis

Senior Locations  
Senior Center  
Highlands Mobile Home Park  
Sunrise Mobile Home Park

Lone Pine (including but not limited to)

Agencies & Schools  
ICHHS Facilities  
Indian Head Start

Shopping & Recreation  
Senior Center  
Josephs Market  
McDonald's  
Carl's Jr.  
Post Office  
Lone Pine Drug  
Boulder Creek

Medical  
Southern Inyo Hospital  
Toiyabe Indian Health Project

Mammoth Lakes (including but not limited to)

Agencies & Schools  
MCHHS Facilities  
Kern Regional Center  
Great Steps Ahead  
Cerro Coso College

Shopping & Recreation  
Vons  
The Village  
Rite Aid  
Post Office  
MMSA  
Whitmore pool  
June Lakes Ski Area

Medical  
Mammoth Hospital  
Sierra Park Clinic

Walker Area (including but not limited to)

Agencies & Schools  
MCHHS Facilities

Shopping & Recreation  
Senior Center  
Walker General Store  
McDonald's  
Post Office  
Topaz Lodge

Medical  
Topaz Ranch Medical Clinic  
Toiyabe Indian Health Project/Camp Antelope  
Bridgeport Clinic

Out of County

Loma Linda medical facilities (San Bernardino)  
Ridgecrest  
Lancaster  
Reno  
Carson Valley Medical Center  
VA Medical Center Minden, Carson City and Reno

## **EXISTING COORDINATION OF SERVICES**

Coordination efforts are underway and continuing in Inyo and Mono Counties. The creation of ESTA is an example of the ability of the two counties to work together on critical issues. The public transit operator, ESTA, is also the CTSA for the region. Various human service providers offer services to both counties under one organizational umbrella. The Inyo Mono Area Agency on Aging (IMAAA) and Inyo Mono Association for the Handicapped (IMAH) are excellent examples of this type of collaboration. ESTA has coordinated with different human service agencies and other regional entities in the area in the following ways:

- ◆ The majority of agencies surveyed purchase ESTA bus passes for their clients.
- ◆ The various human service agency departments within the counties coordinate with each other in terms of transportation.
- ◆ ESTA provides training for seniors on how to use the transit system .
- ◆ ESTA has provided driver training for IMAH drivers

- ◆ Disabled Sports Eastern Sierra and ESTA coordinate to provide large Wounded Warrior groups transportation to the ski resort from the airport in a larger wheelchair accessible vehicle.

## **POTENTIAL COORDINATION OPPORTUNITIES**

There are potential coordination opportunities for the multiple agencies in Inyo and Mono Counties including but not limited to shared vehicles, transit facilities, grant collaboration, travel training and driver training.

- ◆ As demonstrated in the transportation provider inventory table in Appendix A, multiple agencies have some type of a vehicle available to transport passengers. In many cases these vehicles are not shared with other agencies due to insurance requirements or other rule associated with the agency. However it is prudent to share vehicle and other resources to maximize the utilization and conserve resources. There is an opportunity to overcome these barriers by collaborating on FTA grant applications for program capital and operating and purchasing passes on other operator's transit services.
- ◆ Shared transit and maintenance facilities particularly in Bishop and Mammoth would be a beneficial capital investment that could be shared between various agencies to reduce overall vehicle storage and maintenance cost. Both YARTS and IMAH indicated an interest in sharing a new vehicle maintenance facility with ESTA.
- ◆ Grant collaboration is a strategy to bring additional capital and operating funds together to provide the needed resources in order to offer the transit services that are needed by the residents of the region.
- ◆ Multiple training coordination opportunities exists between the agencies, including but not limited to travel training, driver training, wheelchair lift operation, sensitivity training DOT drug and alcohol administration training.

## **MAJOR BARRIERS TO COORDINATION**

Despite good intentions, there are multiple factors which limit the various transportation providers' ability to coordinate resources and trips. Major barriers to coordination were discussed at the Coordinated Planning Workshop and relayed through the human service agency survey:

- ◆ One of the more significant barriers to coordination in the Eastern Sierra is the distance between communities and out of county medical/social services. The length of Inyo and Mono County span roughly 240 miles of US 395. Most specialized medical services are another 25 to 75 miles beyond the counties' borders. Trips for the transit dependent population to Reno or Lancaster require a full day of travel and often an overnight stay. As such, it is difficult to coordinate human service agency transportation needs as there is a vast array of destinations combined with a relatively small population.
- ◆ Another geographical barrier is that the study area represents two separate counties. Although Inyo and Mono County have successfully coordinated to provide public

transportation in the region through ESTA, in terms of human service transportation, there are still two separate HHS departments with separate resources.

- ◆ Some County HHS clients require a high level of “hands on” assistance throughout the duration of the trip. A client with dementia is an example. Coordination efficiency is limited if door to door transportation is required, particularly for longer trips.
- ◆ As shown in Appendix A, multiple human service agencies have small vehicles available to transport passengers to appointments or other critical needs. Typically, vehicle insurance or agency/county/tribal/funding source rules prohibit the use of these vehicles by other entities. The use of these vehicles for client transportation purposes is also limited by staff time available.
- ◆ Although small, the fare for using public transit services can dissuade travel by low income college students.
- ◆ Some human service agencies are aware of the grant opportunities available to purchase vehicles for the purpose of transporting elderly and disabled clients. However, the regulations and reporting requirements attached to FTA funding vehicles and the lack of staff time to apply for a grant is a barrier to coordinating transportation.

The greatest barrier to coordination for all rural counties is lack of funding. There is simply not enough money available to meet all transportation needs for the target population through ESTA or human service agencies, particularly in light of the dispersed communities and long travel distance in Inyo/Mono Counties. As such, the various human service agencies piece meal together trips for the most critical needs. Lack of funding/resources contributes to the limited staff time available for all agencies to pursue further coordination efforts.

## **DUPLICATION OF SERVICES**

The primary goal of coordination is to maximize limited transportation resources by eliminating duplication of the same type of transportation services. Examples of duplication of services may include:

- ◆ Multiple agency vans providing transportation along the same route at the same time.
- ◆ Multiple volunteer driver programs which, if combined, could maximize the use of volunteers as well as administrative staff time.
- ◆ Vehicles which lay idle for a good portion of the week.
- ◆ Multiple contracts for vehicle maintenance. Through economies of scale, several agencies could potentially obtain a lower rate for maintenance.
- ◆ Eligibility requirements for program services sometimes result in duplication of services. For example, grant funding for senior services may only be used to transport seniors even if the van stops near a “non-senior” activity center.

There is not significant duplication of services in Inyo and Mono County. For the most part, human service agencies refer transit dependent clients to ESTA when possible, and only provide transportation to/from destinations outside the public transit service area and hours. As insurance or other rules specific to the agencies limit vehicle sharing, there is likely some duplication of services among the agencies. The purchase of a shared vehicle for multiple agencies through FTA grant funding could eliminate the need for the use of some of the agency vehicles and staff time.

## **GAPS IN SERVICE**

As with all rural counties, Inyo and Mono Counties are plagued with the problem of how to connect transit dependent residents living in remote outlying areas to services in the larger communities and out-of-county urbanized areas. Some of the communities in the region are extremely small. Several have less than 100 people in population. Many of these communities such as Benton or McGee Creek have a large percentage of persons who are likely transit dependent (older adults, low income, persons with disabilities etc.) It is not anticipated that the demographics of Inyo/Mono County will change significantly other than the population continuing to age in place. Therefore, there will always be a part of the transit dependent population who live far from the goods and services they require. Unfortunately, it is not anticipated that the level of public transit funding will increase to a point where ESTA can provide more frequent and convenient public transit service to and from all of these areas. Below is a discussion of specific transportation needs for the target population in Inyo/Mono Counties.

### Unmet Needs

Although Transportation Development Act funds are not used to finance streets and roads projects in either Inyo or Mono County (and thus the Unmet Needs Hearings process is not required), the LTC's in both counties still conduct unmet transit needs hearings as a way to obtain input and evaluate the needs of Inyo/Mono county residents. The following outlines some of the unmet needs for older adults, low income and individuals with disabilities which have been discussed at recent unmet needs workshops/meetings.

#### *Mono LTC*

- ◆ Year-round transit service between June Lake and Mammoth Lakes that would meet needs of both visitors and workers
- ◆ Commuters between Bishop and Mammoth need to arrive in Mammoth by 8:00 AM
- ◆ Increase connections with YARTS – specifically in Lee Vining so that connections from Bridgeport to Yosemite can be made
- ◆ Specialized curb to curb transit service in Lee Vining
- ◆ Preservation of the Benton – Bishop route
- ◆ Chalfant – Bishop evening route
- ◆ Dial-A-Ride between Chalfant and Bishop

- ◆ Late evening service in Mammoth for those who have evening shift jobs
- ◆ More larger vehicles with multiple wheelchair accessibility
- ◆ Provide service between Chalfant and Bishop, five days a week, for work and school access
- ◆ Lifeline service between Benton and Mammoth – Potential for social services to provide limited services in Benton
- ◆ Non-Emergency Medical Transportation to Reno that allows for a longer layover in Reno – Potential for a volunteer driver program
- ◆ Serve commuters from Mono City to June Lake, Lee Vining, Mammoth, Bridgeport
- ◆ Commuter needs between Chalfant and Bishop
- ◆ Improve connectivity for Benton residents to Reno/Lancaster

### *Inyo LTC*

- ◆ Insufficient room for ESTA vehicles to turn around in Northern Inyo Hospital Rural Health Clinic parking lot
- ◆ Potentially pursue FTA grant funding for transportation to Northern Inyo Hospital (particularly if Southern Inyo Hospital closes). Consider partnering with Bishop Paiute Tribe to pursue grant funding.
- ◆ Evening service to Cerro Coso College
- ◆ More frequent stops for seniors or an on-board restroom
- ◆ Lower fares for seniors travelling to senior center for lunch
- ◆ Difficult for ADA passengers to make round trip in one day between Big Pine and Mammoth
- ◆ There is an ongoing need to Loma Linda Hospital and Bakersfield for specialty medical appointments from Owens Valley communities.
- ◆ There is a need to make the connection to the VA hospital in Reno easier.
- ◆ There is a need for weekend service to Wilkerson.
- ◆ There is a need for public transit to Darwin and for additional transit options to Keeler and Cartago.
- ◆ The morning service from Bishop to Mammoth Lakes does not link with the service provided by IMAH.

### Stakeholder Responses

As part of this process an in depth survey was distributed to a variety of human service agencies including both those who provide their own transportation and those purchase bus passes for clients. Results of the surveys provide a good overview of current gaps in public transportation service to meet the needs of human service agency clients and are summarized in Appendix A. All agencies surveyed were also invited to Transportation Workshops in Bishop

and Mammoth on December 10th. The discussion below outlines important transportation needs for the target population as identified by stakeholders.

**Weekend/Evening Service** – Late evening public transit service existing within the communities of Mammoth Lakes (seasonal) and Bishop (on weekends); however, year round and weekday DAR service and Town to Town routes are very limited. Employment options are reduced for transit dependent residents if there is no public transit available. Additionally, many non-traditional work hour jobs are filled by low income residents or persons with disabilities. As evidenced in the commute pattern data, many Inyo/Mono residents commute to different communities for work. Specifically, agencies indicated a need for weekend service for employment and other purposes between Big Pine – Bishop and Bishop – Mammoth. Northern Inyo Hospital has cited the need to transport patients home after care at all hours of the evening. Often these patients arrive by ambulance and have no resources or transportation home. Cerro Coso Community College indicated a need to transportation for evening classes.

**Transportation for Commuters to Major Employment Centers** – Mammoth Lakes and the Bishop Area are the largest employment centers and as such there is a relatively high level of commuting between the two areas. LEHD data backed up by stakeholder input demonstrate a greater number of commuters travelling from Bishop to Mammoth than the reverse. Table 4 also demonstrates that a relatively high proportion (nearly two-thirds) of Lone Pine residents travel outside the community for work. There is a need to continue to improve and develop commuter transportation options through traditional public transit and alternative forms and modes of transportation to assist the work force in the region.

**More Frequent Service to/from Benton** – The community of Benton is located 46 miles east of Mammoth on Highway 6, near the Nevada Border. Census data shows that roughly 67 percent of the community is age 65 and older and 56 percent of the community is living at or below poverty status. Agencies such as IMAH indicated a need for more frequent service to/from Benton to Bishop. Mono LTC staff also identified the need for additional transportation to Bishop for residents of Chalfant, which lies between Benton and Bishop on Highway 6.

**Transportation Services for Rural Western Nevada Residents to Bishop** – The Nye Regional Hospital in Beatty, NV is quite small. Therefore residents of the rural communities of Dyer, Fish Lake, Hawthorne, and Tonopah often travel to Northern Inyo Hospital in Bishop for health care services. Many of these residents do not have adequate transportation to/from Bishop.

**Increase Public Awareness of ESTA Services** – Several agencies cited a need to educate residents and visitors on the extent and benefits of public transportation available in Inyo and Mono counties. Disabled Sports Eastern Sierra brings in out of town athletes who may be unaware of the extent of accessible transportation available. Pointing out the convenience, reliability, economic and environmental benefits of public transit may increase ridership on all transit routes including alternative transportation such as vanpool programs.

**Out of County Medical Transportation** – Cancer treatments, veterans' medical services, and other specialized medical services are not available in Inyo or Mono County. These services are needed treatments for the target population. Reno, Carson City, Ridgecrest, Lancaster, Loma Linda and Los Angeles were identified as common out-of-county medical destinations.



## Capital Needs –

**Vehicles** - To ensure safety and continued mobility for residents, CTSA and other agency vehicles should be replaced according to the FTA useful life guidelines. This is particularly important in Inyo/Mono County as vehicles travel long distances over a variety of extreme terrain from Death Valley to mountainous terrain in all weather conditions. Vehicles with automatic chains would further increase mobility for the target population in this region. As an example, IMAH's transports roughly 22 persons with disabilities to/from programs and support services. These vehicles have reached the end of their useful life. The wheelchair accessible van used by the Inyo County Senior Program is also due for replacement. Additional vehicles (possible shared vehicles) would increase overall resources available to agencies to provide more transportation to remote areas such as Benton, Chalfant, and June Lake.

**Facilities** – There is a need for expanded transit facilities in both Bishop and Mammoth Lakes to house and maintain transit vehicles for Eastern Sierra Transit Authority. This includes real property, physical structures and maintenance equipment. These facilities could be used as a shared resource for other operators in the region such as IMAH and YARTS.

**Intelligent Transportation Systems (ITS)** - ITS infrastructure and equipment to coordinate multiple transit routes and operators throughout the region to provide for a seamless transit system and provide senior, disabled, low income and the general public with additional resources to plan their trips.

**Additional capital needs** include but not limited to the acquisition of radios, computer hardware/software, and shared maintenance equipment that would further coordination goals.

**Veteran's Needs** – There is one staff member available to assist veterans in both Inyo Mono County with obtaining benefits and services. No medical services for veterans are offered in Inyo or Mono County. Many clients require transportation out of the region to areas such as Reno for the VA Sierra Nevada Hospital and Long Beach..

**Hospital Needs** – In Inyo and Mono County the primary health care facilities are Mammoth Hospital in Mammoth Lakes, Northern Inyo Hospital in Bishop and Southern Inyo Hospital in Lone Pine. The facility in Bishop offers more services and as such patients are often sent from Lone Pine to Bishop. Northern Inyo Hospital indicated a need to coordinate with the CTSA to find a creative solution to providing transportation home for discharged patients after public transit service hours.

**Cerro Coso College Needs** – Cerro Coso Community College includes campuses in both Mammoth Lakes and Bishop. The Mammoth Campus is served by the ESTA Mammoth fixed route until 6:00 PM but is a few blocks away from the Minaret Shopping Area which is served by the Night Trolley. The Bishop Campus is located three miles from downtown and served by Dial-A-Ride until 6:00 PM on weekdays.

College representatives expressed a need for later public transit service to/from the college. Classes on both campuses run as late as 10:00 PM. The Bishop campus has a large percentage of students that are low income and qualify for financial aid. Additionally many students are enrolled in Women Infant Children (WIC) or CalWORKS participants and attend night classes as an important part of their transition from training to full-time employment. Many students walk back to Town or the Bishop Paiute Reservation in the dark from night classes. The one-way cost of a DAR trip of \$4.20 is cost prohibitive for some students. Bishop campus surveys have indicated that some students do not enroll in college as the campus is outside of town. Some type of ride sharing program or extended DAR service when college is in session would increase low income students access to school and improve mobility for the target population.

The final step in the coordinated planning process is to develop strategies to address the gaps in service and transportation needs, as identified in the previous chapters. The following coordinated strategies are based on the original coordinated strategies set forth in the 2008 Coordinated Plan, updated based on public input and current conditions to ensure that they meet current transportation needs for low income, older adults, and residents with disabilities. Although initially drafted by the consultant, these strategies were developed in close coordination with stakeholders, human service agencies, ESTA, and community members.

These coordinated strategies are intended to provide general guidance to the LTC's, ESTA, human service agencies and other local leaders. The primary goal of this document is to provide background information and demonstrate the need for transportation services that can be used for the purpose of securing grant funding and ensuring that such funding will be well used to address the specific needs of the region. Detailed cost or ridership estimates are not provided, as it is intended these specifics will be finalized at a later stage in the development of the individual transportation services. These coordinated strategies are intentionally broad, in order to allow for flexibility for implementation, as needs and funding sources may change over time.

## **EVALUATION CRITERIA**

Through the previous coordinated planning effort, evaluation criteria were developed in order to rank proposed coordinated strategies. The criteria is listed below and was considered during the evaluation of the draft coordinated strategies at the public workshops. Three separate evaluation criteria were set forth and strategies were ranked in the following priority categories, according to how well each one met the evaluation criteria:

- High Priority — meets all or most of the criteria
- Medium Priority — meets some of the criteria
- Low Priority — meets few or none of the criteria

### **Criteria 1: Coordination**

How would the strategy build upon existing services? The strategy should:

- ◆ Avoid duplication and promote coordination of services and programs
- ◆ Allow for and encourage participation of local human service and transportation stakeholders

### **Criteria 2: Meets Documented Need**

How well does the strategy address transportation gaps or barriers identified through the Coordinated Public Transit-Human Services Plan? The strategy should:

- ◆ Provide service in a geographic area with limited transportation options
- ◆ Serve a geographic area where the greatest number of people need a service

- ◆ Improve the mobility of clientele that are the focus of state and federal funding programs (i.e. low-income, elderly, persons with disabilities)
- ◆ Provide a level of service not currently provided with existing resources
- ◆ Preserve and protect existing services

### **Criteria 3: Feasibility of Implementation**

How likely is the strategy to be successfully implemented? The strategy should:

- ◆ Be eligible for MAP-21 other grant funding
- ◆ Result in efficient use of available resources
- ◆ Have a potential project sponsor or individual champion with the operational capacity to carry out the strategy

## **COORDINATED STRATEGIES**

The strategies outlined below were developed from the previous coordinated plan and updated to address current gaps in transportation for persons with disabilities, low income, and older adults. At the public workshops, participants were asked to rank these strategies as: High Priority, Medium Priority, or Not a Need, based on how they met the Evaluation Criteria. The Consultant Team assigned numerical values to High, Medium and Low rankings of 3, 2, 1, respectively. Strategies which received an average ranking of 2.0 or better were categorized as “High Priority” while strategies receiving a ranking of 1.0 or better were categorized as “Medium Priority”. All strategies scored a 1.0 or better. The coordinated strategies are listed below in order of priority based on public workshop input.

### High Priority Strategies

#### ***Improve Mobility Options for Inyo and Mono Residents to Medical Appointments Outside of Regular Public Transit Hours***

Stakeholders identify Non-Emergency Medical Transportation (NEMT) as a top priority. In rural and geographically dispersed areas, there is simply insufficient funding to meet all medical transportation needs with traditional public transportation. The region should pursue alternative forms and modes of transportation to meet this need including but not limited to mileage reimbursement or volunteer driver programs. An important part of the strategy in terms of coordination should be collaboration between the CTSA, hospitals, medical facilities, county agencies and local tribes. This type of program would serve seniors, disabled, and low income in the region and therefore eligible for both operating and capital funds through the FTA 5310 grant program. Human service agency grant funding could be used as local match to support this service.

#### ***Improve Transportation to Cerro Coso Community College***

Cerro Coso Community College offers higher education, workforce training, and basic skills training for all residents. There are two campus locations in the study area, in Bishop and Mammoth Lakes. The Bishop campus is located three miles from downtown Bishop, making access difficult for many students. The majority of students are low income, take classes on

scholarship, and many live on the Bishop Paiute Reservation. Due to work or other obligations, many students take evening classes which end at 10:00 PM, well after the end of Bishop DAR weekday service. Surveys conducted by the College indicate that many students do not enroll in classes because of the fact that they do not have reliable transportation options. Providing these students with access to job training and higher education will benefit not only the students but the community as whole, as they will be less likely to become dependent on public support programs in the future.

Evening transportation options that would serve the needs of the college should be pursued. All avenues of transportation should be considered including but not limited to traditional public transit and alternative forms and modes of transportation.

This strategy could be funded through the JARC section of the FTA 5311 recurring grant programs and TDA funds. A potential transportation fee collected Cerro Coso College should be considered to help support college student transportation.

***Through The CTSA, Continually Review and Seek Funding For Transportation-Related Technologies That Would Improve Mobility for Low Income, Elderly, and Persons With Disabilities***

The intent of developing coordinated strategies is to encourage creative solutions to mobility issues for the target population. As the CTSA for the region, ESTA should continually review new transportation technologies which could meet one of the identified needs in this plan or increase ridership and thereby cost effectiveness of an existing service. Rideshare database websites and technologies are examples of simple tools which could serve older adults, low income and persons with disabilities. As another example the web-based "Next Bus" for commuters is a powerful marketing tool for public transit as it increases confidence and reliability of public transit.

***As Funding Allows, Increase CTSA/ESTA Staff Resources to Allow for Additional Staff Time for CTSA Mobility Management Activities, such As Grant Writing For JARC, New Freedom, 5310 Grants, Outreach/Coordination With Human Service Agencies, Driver Training, Transit Ambassador Programs And Volunteer Driver Program***

As noted in the human service agency survey, many agencies do not have sufficient available staff time to pursue additional coordination activities even though there may be opportunities to improve mobility for the target population. Typically, the CTSA has greater background knowledge and more resources to undertake important tasks, such as applying for FTA grants, instigating coordination and communication between all human service agencies in the two counties, administering a volunteer driver/mileage reimbursement program and assisting other human service agencies with driver training. All these efforts take staff time and may require the addition of a new part-time or full-time position which focuses on coordination activities and implementation of the coordination strategies in this plan.

Often, a CTSA will hire a "Mobility Manager" position. Mobility management can be defined as the promotion, enhancement, and facilitation of access to transportation services, including the integration of coordination of services for individuals with disabilities, older adults, and low-income individuals. The underlying idea is to provide a travel method specific to the individual's

needs as opposed to the transportation mode which is appropriate and cost efficient. In other words a "one stop shop" for transportation needs. One of the primary tasks of a Mobility Manager could be to implement and oversee the coordinated strategies.

### ***Sustain and Enhance Transportation to Employment Opportunities in the Larger Communities for Low Income Residents through the Town To Town Routes***

The need to provide commuter service to low income individuals in Inyo and Mono County has been identified by stakeholders as well as demonstrated in the existing conditions review portion of this document. The primary commute patterns for the target population are:

- Lone Pine and Bishop
- Bishop and Mammoth
- Benton and Bishop

In order to maintain existing frequency or expand service on the Lone Pine Express, Mammoth Express, Benton to Bishop routes, or new commuter routes (as demand warrants), FTA funding must be secured.. The routes would be eligible for FTA 5310 and 5311 grants.

### ***Provide Transportation For Low Income Residents and Persons With Disabilities To Employment Opportunities With Non-Traditional Work Hours***

There is a high priority need for public transportation in the evenings and on weekends. This would be particularly beneficial to low income and persons with disabilities. Employment opportunities are greatly increased if transportation is available outside the traditional 8:00 AM to 5:00 PM working hours. Both IMAH and the Kern Regional Center cited this as an important need. The following areas have the greatest need for weekend and evening transportation for the target population: Big Pine, Bishop, Mammoth Lakes, and Benton.

As this strategy will benefit a wide variety of transit dependent residents, both FTA 5310 and FTA 5311 funds could be applied for to partially support evening and weekend service. All options should be explored to find the most efficient way to provide weekend and evening transportation service . Some options to consider would be to expand the service hours of the ESTA dial-a-ride, fixed routes and Town to Town route. Alternative forms and modes of transportation such as mileage reimbursement or volunteer driver programs should also be considered.

### ***Expand Public Transit Service And/or Improve Connections for Mono County Residents***

This unmet transit needs hearings and discussions with Mono LTC staff (Chapter 4) underscored the need for additional transportation for Mono County residents, particularly communities of Lee Vining, June Lake, Bridgeport, and Benton. Some of these needs could be met through the following strategies:

- ♦ The NEMT mileage reimbursement/volunteer driver program would provide access for northern Mono County residents to medical appointments in Reno or other major urban destinations.

- ◆ Stakeholder input demonstrate that it is important to preserve the existing Benton to Bishop Route and potentially expand service to further meet the needs of elderly and disabled residents, as funding permits.
- ◆ Improving connections between YARTS and ESTA in Lee Vining would increase access for Bridgeport residents and visitors to Yosemite.
- ◆ As the June Lake area has been hit hard economically by the temporary shutdown of the ski resort, stakeholders feel that it is important to maintain public transit connections to the area.

### ***Expand Alternative Forms and Modes of Transportation To Allow For Non-Medical Trip Purposes***

As evidenced in human service agency survey responses, trip purposes for older residents and persons with disabilities exist beyond non-emergency medical needs. Access to work, shopping, and other community outings are essential to health and wellbeing for those who are transit dependent. Additionally, many seniors and disabled are unable to use the Town to Town routes as they require more personal assistance. Alternative forms and modes transportation or an expansion of the volunteer driver/mileage reimbursement program to all trip types would help meet these needs.

### ***Continue to Develop and Maintain Support Services and Materials to Better Serve the Hispanic Population***

Components of this strategy could include bilingual drivers and dispatchers, as well as marketing materials such as schedules, signs, brochures, web pages, public notices and translation service. T Recent American Community Survey Census data indicates that there are a relatively high proportion of Hispanic/Latino residents in the region: Inyo (19 percent), Mono (26 percent). This strategy will help fill the FTA Title VI and Language Assistance Plan requirements.

### ***Continue to Promote Ridesharing Through Alternet Rides or Other Rideshare Programs***

Rideshare databases are a very cost effective method of meeting non-medical transportation needs such as commuting or even conducting errands in the larger communities. In order for ridesharing to be effective, the CTSA should promote ridesharing as an option through typical marketing methods.

### ***Develop Communication And Coordination Mechanism To Facilitate Shared Use Of Resources Among Human Services Agencies***

The CTSA should take the lead in increasing communication among agencies, particularly if there are additional funds (staff time) available for mobility management purposes. This would be carried out by regularly contacting interested coordinating agencies, maintaining and

updating the transportation provider inventory and act as a resource for agencies when their transportation needs increase or change.

### ***Expand Transportation Services For Veterans***

The lack of services for Veterans has been a well-documented need throughout the past two coordinated planning processes. There are no medical services for Veterans available in either Mono or Inyo County. Veterans must travel to Reno, Long Beach or other out of the area facility and often require an overnight stay. Implementing and maintaining an alternative form or mode of transportation such as a NEMT mileage reimbursement/volunteer driver program along with coordination with service groups such as the Veterans of Foreign Wars (VFW) and American Legion will help fill this transportation gap.

### ***Coordinate Arrangements for Purchase of Capital Equipment to Help Tap Available Funding and Consider Acquiring a Vehicle To Be Shared Among Human Service Agencies***

To ensure safety and continued mobility for residents, CTSA and other agency vehicles should be replaced according to the FTA useful life guidelines. Vehicles used for transporting members of the public should be replaced as soon as the recommended life cycle limit is reached for both reasons of safety and financial efficiency. Operating costs increase significantly for vehicles that are operated beyond the recommended life span.

Most agencies cannot share their current vehicles due to insurance or other requirements; however, if a new vehicle is purchased through a joint grant, then the additional vehicle could be shared. The shared vehicle could be used as a primary or backup vehicle depending on the level of use. A shared vehicle would limit duplication of resources while meeting capital needs for the region. One agency would need to take the lead in writing a FTA 5310 grant and determining a schedule for use. Both IMAH and the Inyo County Senior Program are in need of replacement vehicles. IMAH would be a good candidate to prepare a joint or separate FTA 5310 grant application given their previous success with procuring vehicles through the grant program.

### ***Construct a Shared Transit Operations and Maintenance Facility***

Shared transit operations and maintenance facilities particularly in Bishop and Mammoth have been identified as beneficial capital investments that could be shared between various agencies to reduce overall vehicle storage and maintenance cost of the region's transit fleet. A shared transit facility will provide a safe and secure location for vehicle storage and staging and would provide an opportunity to increase efficiency by performing vehicle maintenance in house. Both YARTS and IMAH indicated an interest in sharing a new vehicle maintenance facility with ESTA.

### **Medium Priority Strategies**

### ***Establish Lower Cost Human Service Transportation Options to Rural Areas Rather Than Expanding Traditional Service***



As shown in Table 1 and Figure 1, Inyo and Mono Counties are composed of many very small rural communities; many located a great distance from medical and social services. Given the current status of public transit funding, the most cost effective way to meet mobility needs for elderly, low income and persons with disabilities in these areas will be through non-traditional transportation such as rideshare programs and volunteer driver programs.

***Use CTSA as a Mechanism to Minimize Transportation Needs Through Provision of Social Services to Remote Locations***

As part of its outreach and coordinator role, the CTSA should work with agencies such as Social Security or the Department of Motor Vehicles and local communities to establish on-site service in outlying areas. This in turn would minimize overall transportation needs.

***Improve Transportation Options for Residents of Rural Western Nevada Who Require Services in Inyo/Mono County***

Medical services in rural Western Nevada are even more limited than in Inyo/Mono County. Therefore residents of the rural communities of Dyer, Fish Lake, Hawthorne, and Tonopah often travel to Northern Inyo Hospital in Bishop for health care services. Many of these residents do not have adequate transportation to/from Bishop. As overall health care costs increase if patient miss routine preventative appointments and then requires emergency services, it is in the best interest of agencies in Inyo/Mono County to explore creative transportation options for Western Nevada residents such as a gas voucher program.

***Improve Transit Amenities***

Improve bus stops and shelters throughout Mono and Inyo Counties to enhance system identification, service connectivity, and passenger comfort.

This strategy was carried over from the previous planning effort. Providing safe, accessible, and comfortable passenger amenities is a continuous need for public transit systems, particularly for elderly and persons with disabilities.

**IMPLEMENTATION PLAN**

The final requirement for a Coordinated Plan is to develop:

*Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.*

A variety of funding sources which could be used to finance the Coordinated Strategies are identified in Chapter 1. Section FTA 5310 grants are competitive and therefore more challenging to obtain. FTA 5311 and TDA funds are recurring; however these sources are already being used to finance existing public transit services. Table 7 and 8 present the prioritized coordinated strategies along with a ballpark range of estimated costs and general implementation period for the five year time frame.

A crucial component to implementing these strategies is to have a “champion”. For the majority of the strategies the lead agency/champion will be the CTSA for Inyo and Mono Counties which is ESTA. The champion will be the leader for the strategy and see it through from beginning to end.

Overall, the coordinated strategies are intended to spur creative use of existing resources and cost effective procurement of additional resources to best meet mobility needs of older adults, low income individuals and persons with disabilities in Inyo and Mono County.

**Table 7: Inyo Mono High Priority Coordinated Strategies**

Coordinated Strategy		Lead Agency/ Champion	Implementation Period	Estimated Costs	Potential Funding Sources
Improve mobility options for Inyo and Mono residents to medical appointments outside of regular public transit hours.	CTSA, Agencies	Year 1 - 2	\$5,000 - \$50,000	FTA 5310, TDA, Agency funding	
Improve transportation to Cerro Coso Community College	CTSA, College	Year 1 - 2	\$1,000 - \$3,000 (Operating Costs)	FTA 5311, TDA, College	
Through the CTSA, continually review and seek funding for transportation-related technologies that would improve mobility for low income, elderly, and persons with disabilities.	CTSA	Continual	\$100 - \$1,000	FTA 5311, 5310	
As funding allows, increase CTSA/ESTA staff resources to allow for additional time to be spent on CTSA activities such as grant writing assistance, outreach/coordination with human service agencies, mobility training, volunteer driver program, and other support services for non-profit agencies.	CTSA	Continual	\$10,000 - \$50,000	FTA 5310	
Sustain and enhance transportation to employment opportunities through the ESTA Town to Town routes.	ESTA	Continual	\$200,000	FTA 5311 (JARC)	
Provide transportation for low income or persons with disabilities to jobs with non-traditional work hours (evenings/weekends).	ESTA	Year 3 - 5	\$25,000 - \$100,000	FTA 5311, 5310, TDA	
Expand public transit service and/or improve connections for northern Mono County residents	ESTA	Year 3 - 5	\$ 5,000 - \$50,000	FTA 5311, 5310, TDA	
Expand alternative forms and modes of transportation to allow for non-medical trip purposes.	CTSA	Year 3 - 5	\$5,000 - \$15,000	FTA 5311, 5310, TDA	
Continue to develop and maintain support services and materials to better serve the Hispanic population (bilingual drivers, dispatchers, marketing materials).	ESTA	Year 3 - 5	\$10,000 - \$25,000	FTA 5311, TDA	
Continue to promote ridesharing through AlterNet Rides or other rideshare programs	CTSA	Continual	\$3,000	FTA 5311, 5310, TDA	
Develop communication and coordination mechanism to facilitate shared use of resources among human service agencies.	CTSA	Continual	Minimal	FTA 5311, 5310, TDA	
Expand transportation services for veterans	CTSA	Year 3 - 5	Part of NEMT Reimbursement Costs	FTA 5311, 5310, TDA	
Consider acquiring a vehicle through federal grants to be shared among human service agencies.	CTSA/IMAH	Year 3 - 5	\$40,000 - \$60,000	FTA 5310	
Construct a shared transit operations and maintenance facility.	ESTA/CTSA	Year 3 - 5	\$100,000 - \$400,000	FTA 5311, 5310, TDA	

**Table 8: Inyo Mono Medium Priority Coordinated Strategies**

Coordinated Strategy	Lead Agency/ Champion	Implementation Period	Estimated Costs	Potential Funding Sources
Establish lower cost human service transportation options to rural areas rather than expanding traditional service	CTSA	Year 5	Varies	FTA 5310, 5311, TDA
Use CTSA as a mechanism to minimize transportation needs through provision of social services to remote locations.	CTSA	Continual	Minimal	--
Improve transportation options for residents of rural Western Nevada who require services in Inyo/Mono County	CTSA/ Hospitals	Year 5	Varies	FTA 5310, 5311, TDA
Improve transit amenities	ESTA	Continual	Varies	FTA 5310, 5311, TDA





**Inyo Mono Counties Transportation Provider Inventory**

Agency Name	Agency Type	Transportation Role				Program Purpose and Description	Transportation Funding Source	Annual Operating Cost	Area Served	Service Type	Clients	Pax Trips	Miles/Hours	Vehicles	Driver Training	Maintenance	Fuel	Insurance	Coordination Opportunities
		Public Transit	Operator	Funds for Subsidies	Volunteer or staff drivers														
Eastern Sierra Transit Authority (ESTA)	Public	x	x			Public transit for Inyo and Mono Counties	TDA, FTA, fares	\$ 3,792,400	US 395 Corridor from Reno to Lancaster	DAR, FR, Intercity	General Public	1,131,490	936,363/56,739	48	Internal	Contract	Internal	Yes	
Yosemite Area Regional Transit (YARTS)	Public	x	x			Seasonal public transit options to serve Yosemite National Park, Amtrak, Airport and Merced commuters	TDA, FTA, fares	NA	SR 140 corridor from Merced to Yosemite SR 120/395 corridor from Mammoth to Yosemite	FR, intercity	General Public	4 per day to 33 per day	NA	2 in Mono County	NA	Merced facility/ local shop	NA	Potential to share vehicle maintenance in Mono County	
Mono County Senior Program	Public			x	x	Transport seniors to medical appointments and grocery shopping	Federal, State, County Grants	\$ 22,134	Mono County to Reno	Demand response	Clients	74 trips per year	183 hours 5,133 miles	2	No	County Road Department	County	CSAC, Would not limit coordination	No
Disabled Sports Eastern Sierra	Non-Profit				x	Provide an opportunity for persons with disabilities to participate in athletic activities	Donations		Occasionally provide rides for athletes who can not get themselves to the mountain. Provide less than 20 rides per year plus wounded warrior transport to/from the airport				1	No	Local shop	Gas Station	State Farm	No	
Salvation Army	Non-Profit				x	Provide emergency, food, shelter, medical, clothing, etc.	Donations		County - To church programs, community breakfasts	Demand response	Clients			1	Internal	Internal	Gas Station	Self Insured, would limit coordination	No
Great Steps Ahead	Non-Profit				x	Early intervention for children 0 - 3	Donations	NA	County	Demand response	Clients			1	Internal	Internal	Gas Station	Self Insured, would limit coordination	No
Big Pine Education Center	Tribal				x	Education support services	Grants	NA	Big Pine to Bishop			20-35 trips to sporting events	1,000 miles/100 hours	1	Internal/drivers	Local shop	Grants	NA	Can only share vehicles with another program within the Big Pine Paiute Tribe
Veteran's Services	Public			x		Provide vouchers for transportation to financially disadvantaged veterans	Federal funds	NA	Inyo/Mono Counties	Vouchers	Veterans							None identified	
IMAH	Non-Profit				x	Programs and support for persons with developmental disabilities	Kern Regional Center (75%), donations and thrift store (25%), FTA grants for vehicles	\$ 77,000	Inyo/Mono Counties	Demand Response	Clients	1,200	156,000 miles/2,800 hours	6	Internal, ESTA assists with specialized WC training. One driver works for both ESTA and IMAH	Local shops	Gas Station	Would <b>not</b> limit coordination	Interested in sharing vehicle maintenance facility with ESTA/ continued coordination for driver training. Open to sharing vehicles or partnering on FTA grants.
ESAAA/ Inyo County Health and Human Services	Public			x	x	Provide trips to Senior Center and doctors appointments	Title III B Supportive Services	\$ 51,609	Inyo, Mono, Reno or Lancaster	Demand Response	Clients	1,290	Up to a 10-11 hour day for medical appointments	Several	Class C license only	Local vendors	County	County	Share vehicles with other departments. Unable to drive non-county agency clients in County vehicles but could share bus passes





**Inyo/Mono Human Service Agency Survey Responses**

Purchase bus passes?					Participant Needs			Coordination			
Agency	Cost	Type	Where?	Why?	O/D Patterns	Gaps	Other	Existing	Needs	Barriers	Suggestions
Mono County Senior Program	\$2,863		Benton - Bishop Walker - Gardnerville	shopping and errands shopping and errands	Benton to Bishop, maybe Mammoth Walker to Gardnerville, Carson City, Reno	Not enough staff to meet all transportation needs		Mono County Senior Program coordinates with Social Services		Limited staff	Need more staff
Disabled Sports Eastern Sierra	no		Town to Mountain Bishop to Mammoth		Town to MMSA or Whitmore Schools to MMSA in summer before bike shuttle Bishop to Mammoth Town/airport for wounded warriors	Public Transit in Mammoth has improved. Now more working lifts on shuttles to the mountain		When have large groups such as wounded warriors, hire ESTA. This has worked well.		Charter limits sharing of vehicle. Not really interested.	
Salvation Army	Yes		Reno		Home - Church - Home			No real coordination opportunities		Can only use Salvation Army vehicle for Salvation Army programs	
Great Steps Ahead	\$5,000				Home - GSA	None		No real coordination opportunities			
Big Pine Education Center	No				Big Pine to Bishop park, Barlow Gym						
Kern Regional Center	\$33,192		Big Pine, Bishop, Mammoth	Work, shopping, medical	Vons, IMAH	Service till 6 PM daily to accommodate work schedules	22 consumers use ESTA to travel to various locations.	All transportation provided is on ESTA.			
IMAH	Rarely: 7 -8 for clients with weekend needs		Provide transportation for clients		Clients live in Benton, Mammoth and Lone Pine. Need transportation to center in Bishop	Weekend transportation between communities: Big Pine - Bishop, Bishop - Mammoth; more frequent service to Benton; Transportation between Cerro Coso College, IMAH Center and Bishop	Roughly 24 clients	Driver training with ESTA	Need better coordination between tribe and ESTA, particularly transportation to their dialysis center		IMAH could assist other agencies with grant writing. Tribe could write a grant to increase transportation options. Share maintenance facility with ESTA. Could provide backup vehicles for each other.
ESSA/ Inyo County Health and Human Services	\$10,000- \$12,000	Fixed and DAR	Bishop Local and Bishop - Lone Pine (mostly); Also, Pahrump - Tecopa and Bishop - Reno	Work, school, shopping, access services. Most out of the area are for medical and access services	Transportation to medical appointments	Weekend and evening service for employees. Some need curb to curb type service Seniors often find the Lone Pine - Bishop fixed route difficult to use and time is difficult for return trip.		ESTA provides training for seniors on how to use the fixed routes	Refresher fixed route training for seniors		
Northern Inyo Hospital	Several books at a time	All	From hospital to home, local skilled nursing facility, assisted living, or out of area			Late night or weekend discharged patients need transportation					Increase coordination between ESTA and Northern Inyo Hospital through meetings with Case Manager/Discharge Team so as to figure out a way to provide safe transportation home for hospital patients
Veteran's Services					VA Medical Center, Reno Airport, Greyhound			Coordinate with American Legion, VWF for some short distance transportation			
Cerro Coso Community College - Bishop Campus					Bishop to College (4090 W. Line St.)	Not feasible for residents without reliable transportation to take evening courses					



INYO MONO COORDINATED PLAN STAKEHOLDERS AND KEY CONTACTS LOG

Agency	Contact Name	Title	E-mail	Phone	Returned Survey	Emailed Stakeholder Survey
ESTA	John Helm	Executive Director	<a href="mailto:jhelm@estransit.com">jhelm@estransit.com</a>	760-872-1901 ext 12	--	
ESTA	Jill Batchelder	Transit Analyst	<a href="mailto:jbatchelder@estransit.com">jbatchelder@estransit.com</a>	760-872-1901 ext 11	--	9/5/2013
Inyo Mono Association for the Handicapped (IMAH)	Beth Himmelhoch	Executive Director	<a href="mailto:inyomonah@earthlink.net">inyomonah@earthlink.net</a>	760-873-8668	Y	9/5/2013, sent request to access inbox
Eastern Sierra Area Agency for the Aging (ESAAA)/ Inyo County HHS	Jean Turner	Inyo Count HHS & ESAA Director	<a href="mailto:jturner@inyocounty.us">jturner@inyocounty.us</a>	760-873-3305	Jean emailed survey for HHS same area as above?	9/5/2013
Eastern Sierra Area Agency for the Aging (ESAAA)	Marilyn Mann	Program Director	<a href="mailto:mmann@inyocounty.us">mmann@inyocounty.us</a>	760-872-0941		9/5/2013
Inyo County Courts					no contact	
Mono County DSS	Kathy Peterson	Director	<a href="mailto:kpeterson@mono.ca.gov">kpeterson@mono.ca.gov</a>	760-924-1763	Y	9/5/2013
Inyo County HHS	Jean Turner	Inyo Count HHS & ESAA Director	<a href="mailto:jturner@inyocounty.us">jturner@inyocounty.us</a>	760-873-3305	Y	9/5/2013
Salvation Army	Lt. Cathie McCulley		<a href="mailto:cathie.mcculley@usw.salvationarmy.org">cathie.mcculley@usw.salvationarmy.org</a>	760-872-2124 or 310-902-5764	Y	9/5/2013
Great Steps Ahead (GSA)	<del>Sharon Moffett</del>		<a href="mailto:info@greatstepsahead.com">info@greatstepsahead.com</a>	(760) 872-2270	Y	9/5/2013
Southern Inyo Hospital	Lee Barron	Administrator	<a href="mailto:lbarron@sihd.org">lbarron@sihd.org</a>	760-876-5501	N	9/5/2013
Bishop Paiute Tribe	Anita OldBull-BigMan	Tribal Administrator	<a href="mailto:anita.bigman@bishoppaiute.org">anita.bigman@bishoppaiute.org</a>	760-873-3584 ext. 222	N	9/5/2013
Toiyabe Indian Health Project	Christie Marindale	Associate Director	<a href="mailto:christie.marindale@toyabe.us">christie.marindale@toyabe.us</a>	760-873-8464	N	9/5/2013, 09/06/13
Big Pine Indian Education Center	Carlos Padilla	Director	<a href="mailto:c.padilla@bigpinepaiute.org">c.padilla@bigpinepaiute.org</a>	760-938-3125	Y	9/5/2013
YARTS	Dick Whittington	Admin Services Officer	<a href="mailto:Dick.Whittington@mcagov.org">Dick.Whittington@mcagov.org</a>	209-723-3153 ext 311	Y	Spoke on 10/07, email draft
Disabled Sports Eastern Sierra	Kathy Copeland	Laurel Martin	<a href="mailto:kcopeland@disablesportseastsierra.org">kcopeland@disablesportseastsierra.org</a>	760.934.0791	Y	9/5/2013
Kern Regional Center	Michael Bowers	Program Director	<a href="mailto:mbovers@kerncc.org">mbovers@kerncc.org</a>	(760) 873-7411	Y	9/5/2013, 9/6/13
Inyo County LTC	Courtney Smith		<a href="mailto:csmith@inyocounty.us">csmith@inyocounty.us</a>	760-878-0207	Y	9/5/2013
Mono County LTC	Scott Burns	Executive Director	<a href="mailto:sburns@mono.ca.gov">sburns@mono.ca.gov</a>	760-924-1807	Y	9/5/2013
Veteran Services	Saul Sanabria		<a href="mailto:ssanabria@inyocounty.us">ssanabria@inyocounty.us</a>	760-873-7850	Y	9/5/2013
Northern Inyo Hospital	Dan David		<a href="mailto:dan.david@nih.org">dan.david@nih.org</a>	760-873-5811	Y	10/8/2013
Town of Mammoth Lakes	Jessica Morris	Transportation Planner	<a href="mailto:jmorris@ci.mammoth-lakes.ca.us">jmorris@ci.mammoth-lakes.ca.us</a>	760.934.8989	N	no longer there
Inyo Mono Advocates for Community Action	Jill Paydon	Executive Director	<a href="mailto:jpaydon@inca.net">jpaydon@inca.net</a>		N	Emailed flyer and survey on 11/08
Mono County Health Dept	Carolyn Balliet				N	Emailed flyer and survey on 11/08
Mono County Public Health	Debbie Diaz		look at SSTAC Roster		N	Emailed flyer and survey on 11/08